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**EIGHTEENTH ANNUAL REPORT**

OF THE

**BOARD OF RAILROAD COMMISSIONERS.**

**JANUARY, 1887.**

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**BOSTON :**  
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**Part I.**

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**COMMISSIONERS' REPORT.**

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# Commonwealth of Massachusetts.

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The Railroad Commissioners respectfully submit their Eighteenth Annual Report.

## RAILROAD CONSTRUCTION.

During the year ending Sept. 30, 1886, there were constructed the following additional miles of railroad in this State:—

Boston & Albany (Riverside Branch), . . . . .	3.000
Boston & Lowell (Woburn Branch Ex.), . . . . .	4.200
Fitchburg (Watertown Branch Ex.), . . . . .	1.660
	<hr/>
	8.860
And there was a decrease in the number of miles by a re-measure- ment on several roads of . . . . .	1.040
	<hr/>
Additional miles, . . . . .	7.820

## MILEAGE OF RAILROADS.

The total length of railroads belonging to the corporations making returns to this Board was 2,867.613 miles of main line and branches, of which 1,011.367 were provided with double track. Last year the total length was 2,859.793 miles, with 977.087 miles of double track; showing an increase of 7.820 of total length, and 34.280 miles of double track. The total length of sidings was 1,249.862 miles, as against 1,203.142; showing an increase of 46.720 miles. The total length of track, considering double track and sidings as so much additional single track, is 5,128.842 miles, as against 5,040.022 of last year; the increase being 88.820 miles. Of the whole amount there are in this State, of main line 1,989.508 miles, of double track 733.919, and of sidings 892.676 miles, being a total of 3,616.103, as against 3,536.627 miles of last year; showing an increase of track in this State of 79.476 miles.

## COST OF ROADS.

The average cost of standard-gauge roads is returned at \$62,540.41 per mile; the cost of equipment per mile operated averages \$5,947.33, — making the average cost of a standard-gauge road, with equipment, \$68,487.74. The cost of narrow-gauge roads averages \$31,030.80 per mile, and \$5,847.57 per mile additional for equipment.

## NUMBER OF CORPORATIONS.

Returns were received from sixty corporations, — three less than last year. The Ashburnham and the Boston, Barre & Gardner having been consolidated with the Fitchburg, and the Lowell & Framingham with the Old Colony Railroad Company.

## CAPITAL STOCK AND DEBT.

The aggregate capital stock was \$130,687,969.02, an increase of \$2,136,310.48, resulting from an increase of the capital stock of the following roads: —

New York & New England, . . . . .	\$1,900,000
Boston & Lowell, . . . . .	587,700
Old Colony, . . . . .	327,905
Boston, Revere Beach & Lynn, . . . . .	14,200
Boston, Winthrop & Shore, . . . . .	3,000
Central Massachusetts, . . . . .	1,380
Fitchburg, . . . . .	100

The Boston & Maine charged \$78,725.48 to capital stock account, in order that the account should show the capital outstanding.

The capital stock of the Lowell & Framingham, amounting to \$746,700, and of the Ashburnham, amounting to \$30,000, disappear from our accounts (under these names): the Lowell & Framingham having been consolidated with the Old Colony, and the Ashburnham with the Fitchburg.

The net debt of the companies — the gross debt less cash assets — amounts to \$71,012,497.49, a decrease of \$2,694,124.55. The cash assets of all the railroad companies of the State have increased by the amount of \$2,384,611.64. The returns for the last seven years are as follows: —

YEARS.	Stock.	Net Debt.
1880, . . . . .	\$118,738,871 58	\$59,172,520 25
1881, . . . . .	122,155,614 12	64,850,890 76
1882, . . . . .	122,976,262 26	71,913,806 00
1883, . . . . .	122,367,572 27	72,933,290 93
1884, . . . . .	127,668,390 27	74,439,473 75
1885, . . . . .	128,551,658 54	73,706,622 04
1886, . . . . .	130,687,969 02	71,012,497 49

## GROSS INCOME.

The total gross income of these corporations for the year is \$49,315,820.50, an increase of \$4,692,470.15, being an increase of 10.5 per cent.

The following table gives a comparison for seven years : —

YEARS.	Gross Income.	Increase from Previous Year.	Per cent. of Increase.
1880, . . . . .	\$35,140,374 77		
1881, . . . . .	37,764,395 83	2,624,021 06	7.5
1882, . . . . .	40,846,370 10	3,081,974 27	8.1
1883, . . . . .	43,380,387 63	2,534,017 53	6.2
1884, . . . . .	43,119,302 70	261,084 93*	0.6*
1885, . . . . .	44,623,350 35	1,504,047 65	3.5
1886, . . . . .	49,315,820 50	4,692,470 15	10.5

The total expenses—including rents paid—of all the corporations amounted to \$35,887,239.18, an increase of \$3,382,863.71. The net income was \$13,428,581.32, being an increase of \$1,309,606.44. The passenger earnings were \$23,331,325.71, an increase of \$1,781,956.44 over the year 1885, when they amounted to \$21,549,369.27. The freight earnings were \$22,840,363.53, an increase of \$2,647,391.81 over those of last year, which amounted to \$20,192,971.72.

The local passenger earnings were \$15,773,723.12, an increase of \$1,318,865.73 over the figures of last year, which were \$14,454,857.39. The through passenger earnings were \$5,401,602.23, an increase of \$322,635.52 over the amount for last year, which was \$5,078,966.71. The express, mail, and other

\* Decrease.

earnings included in total passenger earnings, as given above, amounted to \$2,156,000.36, being an increase of \$140,455.19, this item having been, in 1885, \$2,015,545.17. The local freight earnings were \$10,929,413.10; in 1885 they were \$9,931,155.95, showing an increase of \$998,257.15. Through freight was \$11,852,778.57, against \$10,192,899.01, an increase of \$1,659,879.56.

The income from all other sources of the freight department amounted to \$58,171.86, as against \$68,916.76, a decrease of \$10,744.90. The following table gives the earnings in strictly railroad business during the past ten years :—

YEARS.	Total Transportation.	Increase or Decrease from Previous Year.	Percentage.
1876-77, . . . . .	\$28,931,987 62	—	—
1877-78, . . . . .	28,003,236 41	\$928,751 21*	3.21*
1878-79, . . . . .	29,152,829 02	1,149,592 61	4.10
1879-80, . . . . .	33,661,822 69	4,508,993 67	15.40
1880-81, . . . . .	35,936,302 87	2,274,480 18	6.75
1881-82, . . . . .	39,094,369 25	3,158,066 38	8.79
1882-83, . . . . .	41,635,800 39	2,541,431 14	6.50
1883-84, . . . . .	41,456,977 30	178,823 09*	0.43*
1884-85, . . . . .	41,742,340 99	285,363 69	0.69
1885-86, . . . . .	46,171,689 24	4,429,348 25	10.61

The following tables show the passenger and freight earnings for the past ten years, and the comparative amount of passenger and freight mileage during the same period :—

YEARS.	Passenger Earnings.	Freight Earnings.
1876-77, . . . . .	\$13,489,208 95	\$14,234,677 72
1877-78, . . . . .	12,949,970 76	13,782,724 66
1878-79, . . . . .	13,035,047 44	14,813,337 69
1879-80, . . . . .	14,532,368 06	17,741,746 39
1880-81, . . . . .	17,328,495 48	18,607,807 39
1881-82, . . . . .	19,567,274 71	19,527,094 54
1882-83, . . . . .	20,602,289 13	21,033,511 26
1883-84, . . . . .	21,207,200 42	20,249,776 88
1884-85, . . . . .	21,549,369 27	20,192,971 72
1885-86, . . . . .	23,331,325 71	22,840,363 53

\* Decrease.

*Passenger and Freight Mileage.*

YEARS.	Total Passenger Mileage.	Total Freight Mileage.
1876-77, . . . . .	605,544,855	684,810,604
1877-78, . . . . .	593,060,781	715,480,187
1878-79, . . . . .	616,871,131	806,064,933
1879-80, . . . . .	708,645,422	959,429,750
1880-81, . . . . .	788,422,761	1,080,802,796
1881-82, . . . . .	892,321,207	1,130,070,652
1882-83, . . . . .	943,245,658	1,220,824,418
1883-84, . . . . .	1,007,136,376	1,229,368,472
1884-85, . . . . .	1,041,628,073	1,266,160,455
1885-86, . . . . .	1,124,148,045	1,391,626,438

The increase of passenger mileage—or passengers carried one mile—for the year amounts to 82,519,972. The increase of freight mileage, or tons of freight carried one mile, amounts to 125,465,983. The total number of passengers carried was 75,842,581, showing an increase of 6,238,881 over the previous year. The whole number of tons of freight carried was 22,925,532, as against 20,577,096; showing an increase of 2,348,436 tons.

**EARNINGS PER MILE OF ROAD.**

The average sum earned on each mile of main track and branch operated was \$12,221.20; or, computing double track as additional single track, the average per mile was \$9,639.19. The average transportation earnings per mile, on the seven roads of standard gauge terminating in Boston, was \$11,604.68, being an increase of \$840.77 per mile.

**COST OF OPERATING.**

The following table shows the cost of operating the roads during the past ten years, and the percentage of operating expenses, not including taxes, as compared with gross receipts:—

YEARS.	Cost of Operating per Mile of Road.	Percentage of Operating Expenses to Gross Receipts.
1876-77, . . . . .	\$9,494 18	68
1877-78, . . . . .	7,319 51	69
1878-79, . . . . .	6,576 75	65
1879-80, . . . . .	7,786 00	68
1880-81, . . . . .	8,146 15	68
1881-82, . . . . .	8,603 10	69
1882-83, . . . . .	9,192 56	71
1883-84, . . . . .	8,062 12	66
1884-85, . . . . .	7,460 50	62
1885-86, . . . . .	8,147 84	63

## GROSS AND NET INCOME.

The total gross and net income of all the corporations for ten years, and the percentage of gross and net income compared with the permanent investments, were as follows:—

YEARS.	Total Gross Income.	Percentage to Permanent Investments.	Net Income.*	Percentage to Permanent Investments.
1876-77, .	\$30,008,513 74	17.7	\$9,344,088 88	5.5
1877-78, .	29,053,008 76	17.0	9,232,811 98	5.4
1878-79, .	30,312,964 54	17.5	10,154,013 86	5.8
1879-80, .	35,140,374 77	19.5	11,191,815 53	6.2
1880-81, .	37,764,395 83	19.9	10,701,751 60	5.6
1881-82, .	40,846,370 10	20.5	19,902,202 95	5.5
1882-83, .	43,380,387 63	21.8	10,900,479 92	5.4
1883-84, .	43,119,302 70	20.4	11,048,618 19	5.2
1884-85, .	44,623,350 35	20.8	12,118,974 88	5.7
1885-86, .	49,315,820 50	23.0	13,428,581 32	6.3

The net income of 1885-86 was earned by the several corporations in the following proportions as compared with their permanent investments:—

12 companies	with	\$9,205,000	permanent investment	had no net income.
9	"	39,551,000	"	" " 3½ per ct. or less.
13	"	14,729,000	"	" " 3½ to 5½ per cent.
9	"	54,156,000	"	" " 5½ to 7½ "
10	"	57,702,000	"	" " 7½ to 9½ "
4	"	38,911,000	"	" " over 9½ per cent.
57 companies†	"	\$214,254,000	"	" " net income‡ of 7.9 per cent.

\* Gross income less total expenses and rents.

† Troy and Greenfield not included.

‡ Rents not deducted.

### DIVIDENDS.

The total amount of dividends paid was \$6,857,506.30, an increase of \$305,802.15 over last year. Of the 60 corporations, 34 paid dividends varying from 2 to 10 per cent. The following table shows the amount paid in dividends by all the corporations for ten years, with the percentage to capital stock, and also the amount of interest paid : —

YEARS.	Amount Paid in Dividends.	Percentage to Total Capital Stock.	Interest Paid.
1876-77, . . . . .	\$5,429,183 81	4 60	\$3,487,026 53
1877-78, . . . . .	5,589,927 40	4.68	3,126,925 84
1878-79, . . . . .	5,264,431 78	4.30	3,172,990 59
1879-80, . . . . .	5,987,718 64	5.05	3,423,752 25
1880-81, . . . . .	6,287,866 82	5.15	3,748,292 55
1881-82, . . . . .	6,271,189 86	5.10	4,291,222 59
1882-83, . . . . .	6,379,721 10	5.21	4,756,085 23
1883-84, . . . . .	6,535,054 92	5.12	4,729,328 56
1884-85, . . . . .	6,551,704 15	5.10	4,767,095 88
1885-86, . . . . .	6,857,506 30	5.33	4,810,019 68

### AMOUNT OF BUSINESS.

The annual passenger and freight movement on all the roads, for ten years, appears in the following tables : —

YEARS.	No. of Passengers Carried.	No. of Passengers Carried One Mile.	Average Distance Travelled.
1876-77, . . . . .	38,450,823	605,544,855	16.00
1877-78, . . . . .	37,318,427	593,060,781	15.85
1878-79, . . . . .	39,217,634	616,871,131	15.73
1879-80, . . . . .	45,151,152	708,645,422	15.70
1880-81, . . . . .	49,834,491	788,422,761	15.82
1881-82, . . . . .	55,868,694	892,321,207	15.97
1882-83, . . . . .	61,530,747	943,245,658	15.33
1883-84, . . . . .	66,517,265	1,007,136,376	15.29
1884-85, . . . . .	69,603,700	1,041,628,073	14.97
1885-86, . . . . .	75,842,581	1,124,148,085	14.82



YEARS.	Tons Freight Carried.	Tons Freight Carried One Mile.	Average Distance each Ton was Carried.
1876-77, . . . .	11,910,663	684,810,604	57.40
1877-78, . . . .	12,186,545	715,480,187	58.65
1878-79, . . . .	14,401,877	806,064,933	56.00
1879-80, . . . .	17,221,567	959,429,750	55.70
1880-81, . . . .	17,971,072	1,080,802,796	60.14
1881-82, . . . .	19,061,164	1,130,070,652	59.29
1882-83, . . . .	20,202,881	1,220,824,418	60.43
1883-84, . . . .	20,273,920	1,229,368,472	60.64
1884-85, . . . .	20,577,096	1,266,160,455	61.53
1885-86, . . . .	22,925,532	1,391,626,438	60.70

The miles run by passenger and freight trains, and the total miles run by all trains for the past ten years, were as follows : —

YEARS.	MILES RUN BY —		
	Passenger Trains.	Freight Trains.	All Trains.
1876-77, . . . .	10,479,546	9,967,200	20,811,041
1877-78, . . . .	10,301,893	9,266,252	21,438,329
1878-79, . . . .	10,792,629	8,974,993	22,755,910
1879-80, . . . .	11,350,716	9,809,975	24,975,392
1880-81, . . . .	12,413,290	10,398,539	27,205,783
1881-82, . . . .	13,636,169	10,598,126	29,052,800
1882-83, . . . .	14,244,658	11,382,154	31,150,823
1883-84, . . . .	15,157,425	11,282,338	32,304,333
1884-85, . . . .	16,212,988	11,722,667	34,168,999
1885-86, . . . .	17,268,159	12,303,308	36,441,043

### COST OF RUNNING TRAINS.

The average cost of running trains one mile during this year on all roads reported, has been \$0.845. The cost (not including taxes) of running each train mile for the past eight years was as follows : —

#### *Cost per Total Train Mile.*

1878-79, . . . .	\$0.845	1882-83, . . . .	\$0.949
1879-80, . . . .	.902	1883-84, . . . .	.895
1880-81, . . . .	.810	1884-85, . . . .	.813
1881-82, . . . .	.863	1885-86, . . . .	.845

The following table shows the cost, not including taxes, for five years per total train mile to each of the leading corporations of the State : —

	[ COST PER TOTAL TRAIN MILE.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Boston & Albany, . . .	\$0.920	\$1.003	\$0.927	\$0.819	\$0.933
Boston & Lowell, . . .	.867	.830	.781	.650	.680
Boston & Maine, . . .	.923	.964	.900	.805	.805
Boston & Providence, . .	1.268	1.275	1.220	1.158	1.216
Eastern, . . . . .	.867	.838	.818	—	—
Fitchburg, . . . . .	.890	.887	.800	.748	.753
New York & New England,	.850	.922	.932	.839	.834
Old Colony, . . . . .	1.005	1.008	.879	.863	.909
Connecticut River, . . .	1.019	.998	.936	.906	.967
New York, New Haven & Hartford, . . . . .	.983	.981	.968	.898	.937
Providence & Worcester, .	.988	1.026	1.072	.961	.994

The cost of certain specified items of train service per total train mile for the last six years is divided as follows : —

	1881.	1882.	1883.	1884.	1885.	1886.
Repairs of road-bed, . .	\$0.117	\$0.125	\$0.133	\$0.122	\$0.118	\$0.122
of bridges, . . . .	.020	.017	.024	.024	.023	.025
of rails, . . . . .	.032	.028	.030	.021	.015	.015
of locomotives, . .	.057	.061	.066	.060	.054	.056
of passenger cars, .	.081	.096	.092	.039	.035	.039
of freight cars, . .	.144	.141	.138	.043	.035	.047
Wages, . . . . .	.271	.279	.287	.283	.268	.272
Oil and waste, . . . .	.010	.011	.011	.010	.008	.007
Fuel, . . . . .	.122	.121	.124	.111	.094	.091
Totals, . . . . .	\$0.854	\$0.879	\$0.905	\$0.713	\$0.650	\$0.674

The earnings for each revenue-train mile, for each passenger-train mile, and for each freight-train mile, on eleven of the principal roads in the State during the past five years, are given in the following tables : —

	EARNINGS PER TOTAL REVENUE-TRAIN MILE.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Boston & Albany, . . .	\$1.496	\$1.638	\$1.542	\$1.406	\$1.596
Boston & Lowell, . . .	1.655	1.674	1.451	1.199	1.139
Boston & Maine, . . .	1.697	1.709	1.587	1.541	1.580
Boston & Providence, . .	1.860	1.838	1.749	1.715	1.763
Eastern, . . . . .	1.637	1.648	1.580	-	-
Fitchburg, . . . . .	1.451	1.532	1.394	1.324	1.337
New York & New England,	1.485	1.320	1.360	1.466	1.638
Old Colony, . . . . .	1.697	1.668	1.685	1.723	1.727
Connecticut River, . . .	1.821	1.855	2.080	1.691	1.828
New York, New Haven & Hartford, . . . . .	1.878	1.804	1.772	1.767	1.886
Providence & Worcester, .	1.977	2.013	1.832	1.962	2.110

	EARNINGS PER PASSENGER-TRAIN MILE.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Boston & Albany, . . .	\$1.863	\$1.990	\$1.824	\$1.733	1.783
Boston & Lowell, . . .	.947	1.047	1.071	.954	.888
Boston & Maine, . . .	1.508	1.513	1.402	1.373	1.402
Boston & Providence, . .	1.501	1.563	1.499	1.471	1.527
Eastern, . . . . .	1.469	1.458	1.420	-	-
Fitchburg, . . . . .	1.087	1.132	1.011	.965	.924
New York & New England,	1.050	.988	1.018	1.074	1.161
Old Colony, . . . . .	1.517	1.477	1.444	1.415	1.398
Connecticut River, . . .	1.290	1.253	1.593	1.112	1.239
New York, New Haven & Hartford, . . . . .	1.970	1.821	1.835	1.726	1.815
Providence & Worcester, .	1.454	1.555	1.221	1.560	1.591

	EARNINGS PER FREIGHT-TRAIN MILE.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Boston & Albany, . . .	\$1.283	\$1.433	\$1.359	\$1.199	\$1.465
Boston & Lowell, . . .	3.874	3.547	2.266	1.519	1.469
Boston & Maine, . . .	2.112	2.145	2.029	1.904	1.944
Boston & Providence, . .	2.501	2.579	2.498	2.451	2.450
Eastern, . . . . .	1.940	1.998	1.880	-	-
Fitchburg, . . . . .	1.807	1.892	1.768	1.728	1.792
New York & New England,	2.095	1.652	1.729	1.966	2.216
Old Colony, . . . . .	1.999	1.997	2.177	2.450	2.562
Connecticut River, . . .	2.788	3.066	2.639	3.060	3.167
New York, New Haven & Hartford, . . . . .	1.730	1.775	1.670	1.844	2.014
Providence & Worcester, .	2.559	2.513	3.205	2.426	2.734

## FARES AND FREIGHTS.

The four following tables show the average fares on all roads, the average fares and freights for eight years on the leading roads, and the change in average rate of freight on six roads since 1865 : —

*Average Fare on all Roads in the State.*

1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
\$0.0212	\$0.0224	\$0.0220	\$0.0200	\$0.0201	\$0.0192	\$0.0187	\$0.0188

*Average Fares for Six Years.*

	FARES.					
	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . .	1.97	1.99	2 08	1.91	1.84	1.85
Boston & Maine, . .	1.99	1.95	1.97	1.90	1.74	1.80
Boston & Providence, .	1.95	1.96	1.88	1.88	1.84	1.87
Old Colony, . . .	2.14	2.00	2.00	1.87	1.70	1.70
Boston & Lowell, . .	1.88	1.67	1.94	2.12	2.04	2.06
Fitchburg, . . .	1.82	1.71	1.77	1.65	1.83	1.75
Eastern, . . . .	1.93	1.88	1 82	1.72	—	—
New York & New England,	2 25	2 09	2.06	2.01	1.93	2.02
Connecticut River, . .	2.53	2.48	2.36	2.37	2.34	2.42
New York, New Haven & Hartford, . . . .	1.80	1.81	1.98	1.96	1 94	1.92
Providence & Worcester,	2 24	2.12	2.14	2.12	2.08	2.10

*Average Freights for Six Years.*

	FREIGHTS.					
	1881.	1882.	1883.	1884.	1885.	1886.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . . .	1.04	1.07	1.20	1.09	0 94	1.10
Boston & Maine, . . . .	2.43	2 35	2.24	2.34	2.13	2 27
Boston & Providence, . . . .	2.77	2.83	2.83	2.82	2.83	2.84
Old Colony, . . . . .	2.99	3.04	3.16	3.00	2.90	2.93
Boston & Lowell, . . . .	3.13	2.60	2.98	2.33	1.77	1.67
Fitchburg, . . . . .	1.26	1 18	1.19	1.09	1.06	1.07
Eastern, . . . . .	2.06	2.03	1.92	1.81	—	—
New York & New England, . . . .	2.20	1 77	1.38	1.41	1.71	1.67
Connecticut River, . . . .	2.99	3.07	3.04	3.05	2.96	2.81
New York, New Haven & Hartford, . . . . .	1.79	1.98	1.89	1.96	1.96	2.00
Providence & Worcester, . . . .	2.80	2 78	2.96	3.09	2.45	2.49

*Average Rates of Freight, 1865 and 1886.*

	Rate 1865. Cents.	Rate 1886. Cents.	Per cent. of 1865 to 1886.
Boston & Albany, . . . . .	3 90	1 10	28
Boston & Maine, . . . . .	4.58	2 27	49
Boston & Providence, . . . . .	4 38	2.34	65
Connecticut River, . . . . .	6.20	2.81	45
Fitchburg, . . . . .	4.10	1.07	26
Old Colony, . . . . .	3.20	2.93	92

## STEEL RAILS.

During the year, 237.434 miles of steel rail were laid as against 214.756 laid last year, making the whole amount now laid 3,573.910 miles; being nearly 93 per cent. of the total of main line, including double track and branches. The amount of steel rail laid each year for six years is shown in the following table:—

	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Steel rail (miles), . . . .	154	331	308	347	215	237

## ROLLING STOCK.

The increase in the number of locomotives during the year has been 29, and of passenger cars, 65; mail and baggage cars have increased 9; freight and miscellaneous cars have increased 1,362.

The following table shows the amount of rolling stock returned for the last seven years:—

	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Locomotives, .	1,103	1,161	1,222	1,286	1,391	1,416	1,445
Passenger cars, .	1,512	1,568	1,658	1,790	1,948	1,993	2,058
Mail and baggage cars, .	403	432	463	482	525	509	518
Freight cars, .	21,986	24,502	26,382	28,008	29,701	29,957	31,319

## EMPLOYEES.

The average number of persons employed by the railroad corporations was 31,188, being 1,119 more than in the year before. The following table shows the number employed for each of the past eight years:—

1878-79, . . .	19,453	1882-83, . . .	29,844
1879-80, . . .	21,615	1883-84, . . .	30,590
1880-81, . . .	25,490	1884-85, . . .	30,069
1881-82, . . .	27,403	1885-86, . . .	31,188

The whole number employed by all the corporations making returns to this Board is 35,803.

## STREET RAILWAYS.

Returns were received from 43 street railway companies. During the year nine have been incorporated and added to the list,—the Citizens', Fitchburg, Gloucester, Hoosac Valley, Pittsfield, Newton (under a special act), Lowell & Dracut, and Onset. The Boston Consolidated was incorporated under a special act, being a consolidation of the Highland and Middlesex Companies. The aggregate capital stock is \$9,125,645.00,

being an increase of \$1,048,545.00; their gross debt has also increased \$519,341.60, and now amounts to \$5,464,729.61. The aggregate of stock and gross debt is now \$14,590,374.61.

One corporation made a dividend of 22 per cent., one of 12, one of 10, five of 8, one of 7.03, one of 6½, seven of 6, two of 5, one of 4, one of 2, one a regular dividend of 8 and also an extra dividend of 30 per cent. from the surplus of previous years; while twenty-one declared no dividends.

The average rate of dividend on the total amount of capital stock was 5.41 per cent.; and the net earnings (interest deducted) amount to 5.42 per cent. on the aggregate of capital stock and gross debt.

The whole length of track, including branches, sidings, and double track, amounts to 440.135 miles, being an increase of 64.227 miles. The average cost was \$17,272.11 per mile for permanent way, \$8,668.31 for equipment, and \$9,169.82 for land and buildings; making a total cost of \$35,110.24 for each mile of road owned. The number of round trips was 2,878,005, an increase of 179,667 over the previous year; with a mileage of 19,661,675, an increase of 1,494,056. Passengers were carried to the number of 112,087,384, being an increase of 11,340,598 over the number carried during the preceding year. The number of passengers carried on the street railways exceeded the number on the steam roads by 36,244,803.

The gross income was \$5,878,583.05, an increase of \$684,145.05. There was an increase of net income of \$149,987.08; with a decrease of dividends paid amounting to \$12,973.75.

The average amount received for the conveyance of each passenger was 5.25 cents, and the average cost of carrying each person amounted to 4.33; the net profits to the companies being 0.92 cent, against 0.87 cent as compared with last year. The average cost of a round trip was \$1.69, with a profit of 35 cents, being an increase of 2 cents from last year.

The whole number of horses was 10,789, being an increase of 1,004; the number of cars was 2,289, showing an increase of 175, and the number of other vehicles was 150. The number of persons employed on street railways was 4,615, being an increase of 512 over last year. The number of accidents reported was 86, of which nine were fatal. The number injured the previous year was 96; fifteen of whom were killed.

## ACCIDENTS.

The record of accidents for the year ending Sept. 30, 1886, is more deplorable than that of any year since the Wollaston disaster in 1878, though far less fatal than that. Train accidents caused the death of 18 persons and injured 61 others. To these may be added an accident on the Massachusetts Central Railroad, not a train accident, by which 9 Italian laborers were swept from a flat car by coming in contact with a car on a siding, but too near the main track to be cleared; two of them being fatally injured and seven others more or less severely. These accidents were investigated by the Board, as usual, immediately after their occurrence, and special reports were made, which will be found in the appendix. (Appendix B.)

By far the most serious accident of the year was that which occurred on the State road near Bardwell's Ferry. This the Board, as in duty bound, investigated at once, and repeated its investigation until all the available testimony was exhausted. It is unnecessary to say that in examining witnesses and in publishing the result no attention was paid to the probable financial effect upon the Commonwealth. To conceal or to slur over any fact which tended to fix or increase the liability of the State would have been unworthy of her servants. Nothing that has occurred since the report has affected our opinion as to the causes of the accident. These were, — 1. The use as a portion of the embankment of crib-work battered against the slope of a steep ledge; 2. The want of proper drainage at this spot; 3. The over-loading of the embankment at a place where a concealed defect existed. And these causes, in combination with the state of the weather, fully account for the catastrophe.

The whole number of accidents reported to the Board during the year was 525, being 25 more than for the preceding year. The number of casualties to persons was 591, being 74 more than last year. Of these, 203 were killed and 388 were injured; 114 were passengers, 274 were employees, 44 were travellers at grade crossings, and 159 were trespassers. The casualties to passengers were 40 more than during the preceding year; and of these 9 were killed and 43 were injured by causes beyond their own control, while last year no passenger was killed and



but 12 were injured by such causes. The number injured by their own misconduct or imprudence was 10 fatally, and 52 not fatally. Last year, 14 were killed and 48 were injured by their own fault.

Of the 274 casualties to employees, 63 were fatal and 211 not fatal; 213 were trainmen and 61 were employed in other capacities. By coupling or uncoupling cars, two were killed and 105 were injured. Only one accident is reported as occurring where an automatic coupler was used. In that case a damaged United States coupler connected with an ordinary link and pin drawbar. Two trainmen were killed and 6 were injured by overhead bridges. Train accidents killed 8 and injured 18. The most fatal class of accidents to trainmen is falling from trains in motion, 17 persons having been killed and 38 injured in this way, most of them severely. By various other accidents 34 were fatally, and 44 not fatally, injured.

At grade crossings, with gates or flagmen for the protection of travellers on the highway, there were 15 casualties, and at crossings without gates or flagmen, 20. Twenty-two persons were killed and 13 were injured. The greatest number of casualties of this class on any one road occurred at crossings having gates or flagmen, but the most serious accident happened about nine o'clock in the evening at a crossing where the gate-tender had left his post, according to his usual practice, at eight o'clock and the crossing was unguarded. The number of these accidents is more than 20 per cent. less than last year.

The number of trespassers killed and injured was 7 more than last year, 130 of whom were injured when walking or lying on the track, and 29 when stealing or attempting to steal a ride on freight cars. The number killed was 91, being two less than last year. The number of this class of victims of their own folly varies less from year to year than other casualties.

An examination of the tables in the Appendix will show that there is a marked difference in the actual casualties on the several roads, or that there is apparently a failure on the part of some companies to report accidents according to the practice of others and the rules prescribed by the Board. The Boston & Providence Railroad, for instance, reports but one accident to an employee, whereas the other roads terminating in Boston,

report respectively from 23 to 76 casualties to employees. The same road reports no accident happening from coupling or uncoupling cars, while all the other roads report several such casualties, the Fitchburg as many as 48. If the employees of the Boston and Providence have wholly escaped crushed fingers or broken bones they have either been remarkably fortunate or have exercised a caution not usually manifested by brakemen or shifters. That road is also singular in having only two of its 6,119,906 passengers injured more or less seriously, by imprudently jumping from, or attempting to get upon, moving trains. This may be due, in part, at least, to the location of its stations, which are very frequent within its suburban limit, and offer few inducements for passengers to jump from a moving train in order to take a "short cut" homeward. It is possible, too, that its passengers are more cautious than those on other roads, or that the corporation and its employees look more carefully after the safety of passengers. The following table shows the proportion of passengers and employees injured on the several roads terminating in Boston: —

RAILROADS.	Total Passengers Carried.	Passengers In- jured by their own Fault.	Ratio.
Boston & Albany, . . .	9,726,907	12	1 in 810,575
Boston & Lowell, . . .	6,700,030	7	1 in 957,148
Boston & Maine, . . .	17,022,581	15	1 in 1,134,848
Boston & Providence, . . .	6,119,906	2	1 in 3,059,953
Fitchburg, . . . . .	4,130,395	8	1 in 516,299
New York & New England, .	5,240,906	8	1 in 655,113
Old Colony, . . . . .	9,068,790	5	1 in 1,813,758

RAILROADS.	Number of Employees.	Number In- jured.	Ratio.
Boston & Albany, . . . .	5,149	43	1 in 120
Boston & Lowell, . . . .	3,543	34	1 in 104
Boston & Maine, . . . .	4,913	32	1 in 154
Boston & Providence, . . .	994	1	1 in 994
Fitchburg, . . . .	2,327	76	1 in 31
New York & New England, .	3,045	30	1 in 102
Old Colony, . . . .	3,360	23	1 in 146

It is remarkable that on the Old Colony Railroad, with the numerous grade crossings of highways and travelled places on its extensive mileage, no crossing accident has been reported during the past year. This road has not always enjoyed this fortunate exemption, and no company is more persistent in its efforts to abolish these sources of danger.

It will be observed on reference to the tabular statement in the Appendix that most of the roads report much the larger number of trespassers as *killed*, while the Boston & Albany and the New York & New England report the larger number as *injured* merely. It is doubtful whether this is the true result of those accidents in all cases; and it is probable that sometimes severe injuries are reported which subsequently result in death, of which no notice is given to the Board.

The Massachusetts railroads do not show the fortunate comparative exemption from accident to passengers by causes beyond their own control that was shown in the preceding year. Then the ratio was:—killed 0 in 69,603,700 passengers carried; injured 12, or 1 in 5,800,308 passengers carried.

For the year ending Sept. 30, 1886, the total number of passengers carried was 75,842,581; killed 10, or one in 7,584,258; injured 35, or 1 in 2,166,931; total 45, or 1 in 1,685,391.

But the ratio of accidents to the number of passengers carried in a decade is a better criterion of safety or danger in railroad travelling than that for a single year. In the ten years pre-

ceding 1886 the number of passengers carried was 504,626,162. Number killed and injured\* by causes beyond their own control 274, or 1 in 1,841,701. So that the number killed and injured during the past year does not much exceed the average for the ten preceding years, which included the Wollaston disaster of 1878, and the Boston, Barre & Gardner derailment in 1883.

The tabulated statement of train accidents in the United States, prepared from the monthly record in the Railroad Gazette, will be found in the Appendix. If this record contains all the accidents on the railroads of the United States, which is not probable, the railroads of Massachusetts contributed perhaps a trifle more than their share according to mileage. But it is to be remembered that our record is official and made under the law, while many such as are reported here are not made a matter of record elsewhere, or even the subject of newspaper mention.

#### GRADE CROSSINGS.

The number of crossings of railroads and highways at grade, according to the returns, is 2,138, of which 738 are protected by gates or flagmen.

Seventeen grade crossings have been allowed during the year. Only one of them was an important one, and it was permitted because by such action the abolition of two like crossings was secured. Some of the others merely took the place of crossings now existing, some were crossings over streets that only exist on paper, and a few were granted because they were absolutely necessary.

The Act of 1885, chap. 197, designed to promote the abolition of grade crossings, has proved useful, especially on the Old Colony Railroad, where ten level crossings have been abolished. The apparent increase of these crossings on that road as shown in their returns arises from the fact that 37 existing on the Framingham and Lowell Railroad are this year reported as of the Old Colony. It is to be hoped that other companies will follow the good example set by this company in expending time and money to rid the public of the dangers arising from this cause.

\* The earlier tables do not give the number killed and injured separately.

If legislation is needed to facilitate the reduction of the perils arising from this source, we believe that the General Court is ready to act. We repeat our suggestion, that a railroad company resisting the creation of a new grade crossing is not to be regarded as a public enemy, acting only from selfish motives. And we renew the proposition, that where a new highway is laid across a railroad, some tribunal may be empowered in fit cases to apportion among the proper parties the expense caused by the construction of a bridge, notwithstanding the fact that the railroad is the "first comer." Such an act would check the demand for grade crossings, relieve towns from apparent hardship, and remove a source of great discontent.

#### RECENT LEGISLATION.

##### *Weekly Payments.*

Chapter 87 of the Acts of 1886 requires weekly payment of employees by railroad and railway companies as well as by other corporations. No complaint or communication of any kind has been made to the Board relating to this law.

##### *Blocking Frogs.*

Chapter 120, Acts of 1886, provides that all railroads in the State shall, before Jan. 1, 1887, have all frogs, switches and guard-rails on its track (except guard-rails on bridges) adjusted, filled or blocked so as to prevent the feet of its employees from being caught therein. The work is to be done to the satisfaction of the Board, shown by the certificate of their clerk.

In this enactment, the State followed the lead of Michigan, where such a law has been for some time in successful operation. The plan of filling angles so as to prevent the sad accidents arising from their existence is regarded with prejudice by some railroad men, who are ignorant of its working, and with entire favor by those who are acquainted with it. On two roads in this State, the Boston & Albany and the Fitchburg, the work was completed before the passage of the act. On the Old Colony it was begun, and has now far advanced toward completion. Upon most of the roads, progress in this matter has been slow. The Board while inspecting tracks has paid attention to the method in which the work has been done. Its

approval has been given to the method pursued on the roads named above and on the Boston & Lowell. The time has not quite arrived when the law requires the completion of the work, but the requirements of the common law and of humanity would seem to demand that there should be no needless delay in protecting workmen against a terrible form of death.

FLINT & PERE MARQUETTE RAILROAD CO.

EAST SAGINAW, MICH., NOV. 12, 1886.

HON. THOS. RUSSELL, *Chairman Massachusetts Railroad Commission,*  
20 Beacon Street, Boston, Mass.

DEAR SIR:—I have received a letter from Hon. W. W. Crapo, asking me to write you giving our experience in the use of the "Hart" patent frog filling.

Will say that this company has used this device since the summer of 1882, and it was adopted for all the frogs, switches and guard-rails on this line. Since this line has been equipped with this device, there has not been an accident whereby any one has been injured by being caught in frogs, switches or guard-rails, where anything of this kind would have prevented it. The construction is such that it is not affected by the weather, storms, ice or snow, and there is no liability of any accident being caused by it, such as derailment to trains. It is simple, easily applied, and costs, nominally, nothing to maintain, and when once applied, does away entirely with the risk of brakemen or others being caught and held by the feet. I would refer you to a copy of the "Railroad Gazette," under date of Friday, Oct. 22, 1886, page 720, a meeting of the Roadmasters' Association of America. The report of the committee which is contained therein will give you more facts than I have stated, and the statement contained therein is about the experience that we have had.

Can say nothing further in regard to this, only that it has given us entire satisfaction. Yours respectfully,

SANFORD KEELER, *Superintendent.*

### *Relief Societies.*

Chapter 125 permitted any railroad company to unite with its employees or a portion of them in forming a relief society, such as was already authorized by law for the relief of men disabled by accident or sickness, and for pensions to those growing old in the service, and to their families. It also enabled any corporation to become a member of any such society existing under the Act of 1882; and it exempted the

funds of such societies from any process because of any liability or debt of the corporation, or of any other member of a society. We had hoped that such a system would prevent much suffering, give confidence to the men, secure better service, and improve the relations between the employed and their employers.

Unfortunately, as we think, no railroad company has proposed to join any such society; nor, so far as we know, has any company been invited to do so. Some distrust of the proposed action has, as we learn, been caused by what seemed to be the harsh action of a railroad corporation in another State, where it was attempted to make membership compulsory, and where, in case of non-compliance with the terms, arbitrary removal from employment was to be accompanied by the loss of all contributions hitherto made. No such injustice would be possible under the legislation of this State, where the by-laws are framed by the members of each relief society, with the approval of this Board.

It is hoped that more consideration will be given to this subject, in view of the great benefit which the system promises to the men, to the railroad companies and to the public.

The remarks of Commissioner Russell give, briefly, an idea of the legislation desired, and the reasons for asking its adoption.

*“Mr. Chairman and Gentlemen:* My remarks will be brief, for our report contains all that I desire to say, and the Governor's message tells the whole story in a very few words. We ask for a bill allowing railroad companies to join with their employees in creating and administering relief funds for the men and their families in case of illness, injury, disability and death. The bill is permissive, for compulsory co-operation is not desired; and if legislative action in this form does no good, it can do no harm. If voluntary co-operation between any company and its men is secured, a great good will be accomplished. If they fail to act, it will only be an opportunity lost.

*“The general advantage of benefit associations, for health insurance, life insurance and the like, need not be argued. The number of such societies is the best proof; and they are especially desirable for men engaged in a hazardous business.*

Such associations for railroad men have received special sanction from the Legislature, which by chapter 244 of the Acts of 1882 authorized the formation of relief societies by railroad operatives. We only ask now that railroad companies may be allowed to unite with their men in these societies.

“The need of legislation is, first, to empower the companies to do what would otherwise be, in legal language, ‘ultra vires,’ or beyond their power. Any stockholder might say, ‘We were chartered to operate a railroad, not to administer charity,’ and he might apply for an injunction, and prevent the directors from carrying out a project for the benefit of their men. It is also desirable to protect the funds from any creditor of the company or of the men, so that they may be exempt from any process of law, and secured to the beneficent purpose for which they were given.

“The special benefit of such a law to the men will be :—

“1. The money contribution of the railroad company. This may be made by a lump sum, given at once, like the \$100,000 which the Baltimore & Ohio Railroad Company gave at the outset, or by some portion of the profits, to be given annually or semi-annually, or by both modes of contribution. It is very desirable that some fixed part of the net profits should be given for this use, so that the men may have a direct interest, although a small one, in the success of the railroad on which they are employed. A moral benefit as well as a pecuniary one would thus be secured. One great advantage of a corporation subscription would be that the association would at once have means of continued life. A society supported solely by assessment may be ruined at the outset, or it may languish until every one is tired of it. The Baltimore & Ohio Association entered at once upon vigorous and assured life.

“2. The association will have the aid of the clerical staff of the road, saving cost, and especially making the collection of assessments certain, easy and inexpensive. The paying agent will simply deduct his dues from the monthly, semi-monthly or daily pay of each member. The tax will be collected without cost, and will be paid without effort. The financial advice and skill of the manager of the road will also be freely given, and will save the association from some risks.

“3. Above all, relief, when given, will be received not as a



charity, but as a right; not as a matter of favor or caprice, depending upon the whim or the mood of the directors,—possibly depending in amount upon the digestion or the dinner of the president,—but as part of a system governed by fixed rules. Railroad companies now pay gratuities when their injured men have no legal claim; they relieve the families of the dead, and they give easy places, in lieu of pensions, to men who have grown old in their service. All this we propose that they shall do on a larger scale than now, in a more uniform manner, and from a fund which the beneficiary and his associates have helped to form.

“The benefit to the companies will be the securing of better men, better service, more prolonged service, and better relations between them and their employees. A common interest and the care of employers for the right and welfare of the employed will create a tie better than the mere payment of wages. I have referred to a great corporation which felt warranted in making a large expenditure on these grounds. Five years of experience have justified the expenditure. And the Pennsylvania Railroad Company has just followed the example of the Baltimore & Ohio. The public will gain, not only because the proposed measure will promote the harmony and happiness of a very large class of men, but because to the travelling public better men and better service mean increased safety for every passenger. I have heard of railroads where the men are hostile to their employers, where a disaster at one point on the road creates pleasure at every other point. I know railroads where employers and employed regard each other with mutual respect and kindness. And you all know on which kind of railroad it is safer to ride.

“The two bills which are proposed, and between which I have little choice, are mere skeletons, leaving all details to the companies and to the men. And this is necessary, for different companies would have different ideas. No by-laws can be adopted unless the employers and their men are both agreed upon them. The first bill contains some provisions taken from the charter of the Boston & Albany Association, a charter which was obtained after two years of experiment without incorporation. It seems wiser and more in accordance with the spirit of our laws to pass a general act than to give special

charters for each association. We had hoped for the presence of Dr. Barnard, who could explain in detail the working of this system. Severe illness has prevented him from coming at this time. But his excellent article in the 'Popular Science Monthly' for October gives a good account of the plan, and seems to answer all possible objections. The best proof of a system is in its working.

"The system, as has been said before, conflicts with no law now existing, or that may hereafter exist, as to employers' liability. It works in the many States in which the Baltimore & Ohio extends by its main lines, its branches and its leased lines. The proposed law applies to men for whose injuries the companies are liable, and to those for whom no liability will arise. It covers the cases of men who grow old and feeble without accident; and, as it applies to cases of death, it applies to all. I believe that it will directly benefit the great body of railroad workmen, the companies and the public; and I hope that, by recognizing the desirability and proving the possibility of the co-operation of labor and capital, it will aid, however slightly, in the right settlement of a question upon which the fate of civilization depends."

### *An Act as to the Rights and Duties of Purchasers of Railroads.*

Chapter 142 was designed to accomplish two purposes: —

1. To enable the purchasers of a railroad sold under foreclosure of a valid mortgage to operate the same, without any dealings with the insolvent corporation. It is for the interest of the creditors, and still more for the interest of the public, that a road in such circumstances shall be operated. And there is no reason why stockholders, who have lost all beneficial interest in the road, should have the power to prevent its operation or to levy tribute for their consent to it.

2. The act seemed desirable as an attempt to subject an assignee of a railroad sold under foreclosure to the same supervision and control which are exercised by the State over other railroad franchises and property.

### UNION STATION.

An important act was passed authorizing a union passenger station between Charles River and Causeway Street, in the city of Boston.

The important question of improved railroad facilities for freight and passenger business in the city of Springfield has received attention, and it is hoped that it may result in action.

#### STREET RAILWAY COMPANIES

are made subject to actions of tort in cases of loss of life by negligence (chap. 140). This was intended to cure a defect in former legislation relating to fatal cases of accident on railroads. Street railways are also authorized to use the cable system as a motive power (chap. 337). By chapter 229 each of the street railways authorized to run cars in or into Boston may consolidate with any other such railway, and may, with the consent of the Railroad Commissioners and of the aldermen of the city, maintain the cable system of motive power. Two consolidations have taken place under this Act, but there has been no change of motive power.

#### SAFETY APPLIANCES.

##### *Freight Couplers.*

Chapter 242 provides that in June or July of this year, and of every second year hereafter, the Board shall test safety freight-couplers, as was done under the Act of 1884. The framers of this act apparently desired, on the one hand, to forbid the possible exclusion of some new invention superior in its merits to all that had preceded it; and on the other hand, to prevent the evils that would arise from keeping the coupler question open from day to day with an indefinite number of devices without striking or exceptional merit. They remembered that uniformity is as desirable as excellence, since a combination of different couplers, each good in itself, may be a grave source of danger. It was remembered, also, that everything which increases uncertainty as to the final choice of safety couplers tends to prevent the adoption of any such coupler, except in cases where the law absolutely compels it.

The result of the trials and examinations made by the Board was the adoption of the Boston Automatic Safety Coupler, which was added to the list approved for use in this State.

Replies to a special circular show that the numbers of approved couplers applied during the year are as follows: Ames, 1,356;

Cowell, 111; Hein, 114; Janney, 12; United States, 2,172. In addition to these, the New York, New Haven & Hartford Railroad Company has put on 1,376 Whittemore couplers, which have been approved by the Commissioners of Connecticut. The total number of couplers prescribed by this Board, and now in use on the railroads of the State, is as follows: Ames, 1,650; Cowell, 194; Hein, 506; Janney, 12; United States, 3,012. The Cheshire Railroad has put in 150 Saffords.

Only one accident, a slight one, occurred in connection with the use of any of these couplers, and it did not appear that the nature of the device had any bearing on the accident. But much dissatisfaction exists with regard to some of the couplers prescribed, and little progress has been made here or elsewhere toward the adoption of any universal coupler. The action of the Michigan Commissioner has increased the number which have met official approval. And the New York law, which went into effect on July 1, permits the use of any automatic coupler.

The tendency of opinion among railroad men is toward the selection of some vertical plane coupler. But it seems doubtful whether any one will be universally adopted, unless its use for inter-state commerce shall be compelled by congressional action. It would seem, however, that all compulsory State legislation, prescribing the use of any one coupler, must be unconstitutional and void so far as it relates to inter-state commerce. For no State can direct the manner in which inter-state commerce shall be conducted. And so much of our commerce is inter-state, that only an insignificant fraction will remain subject to the restrictions of local legislation in this respect. If this be so, it is probable that efforts will be made to provide mechanical safeguards to the great volume of traffic which is subject to inter-state and international law.

#### *Protection against Fire.*

Public attention has recently been called, by the "Rio" disaster, to the great peril arising from fire in cases of collision or derailment. The Commissioners have often had occasion to consider this matter, and special attention was given to it at the time of the Bardwell's Ferry accident, when some cars were destroyed by fire, although fortunately no life was lost by it.

The result of our inquiries satisfies us that a system of heating by steam from the locomotive is feasible, safe and unattended by any serious difficulty, so far as important through trains are concerned, and also in regard to cars which are constantly performing a short service, and trains run continuously on a belt line. Experience on the elevated railways shows conclusively that this method of heating is in every way practicable, so far as that system is concerned. The following correspondence of Mr. Beach with the Board speaks for itself:—

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS AND  
INDIANAPOLIS & ST. LOUIS RAILWAYS,  
CLEVELAND, OHIO, May 18, 1886.

Mr. THOS. RUSSELL, *Chairman Board of Railroad Commissioners, Commonwealth of Massachusetts, Boston, Mass.*

DEAR SIR:—Upon my return to office, after an absence of several days, I find your valued favor of May 10th.

In reply, I beg to say that we are using the Martin Anti-Fire Car Heater on our road, and have done so for the past two years, although not extensively, the use of it being merely a test as to its practicability for general adoption.

On May 20, 1884, the device was applied to our engine No. 417 and coaches Nos. 352 and 353, and to combination car No. 105, which engine and cars were running regularly during the winter of 1883 between Springfield and Cincinnati.

The weather had moderated to such an extent by this time that but very little test to demonstrate the serviceability of the device could be made.

The following winter, however, viz., that of 1884, the test was repeated, and during the most severe weather, when the thermometer ranged between five degrees and thirteen degrees below zero, the cars were made so warm by a pressure of steam registering between two and one-half pounds and five pounds on the steam gauge in the coaches, that our conductors were obliged to open the deck-sash ventilators of the cars.

The winter was so severe during that year that it was with much difficulty that we kept comfortable passengers in other coaches not equipped with the device and running on other trains.

In case the heat in cars equipped with the device becomes oppressive, train-men can regulate the temperature by opening a globe valve, located under end of seat about in centre of each coach.

In the winter of 1885 we equipped another train with the device, and quite as good satisfaction as in the test of the previous winter was obtained.

Our experience shows there is but very little trouble in operating the device, and absolutely no danger whatever, and, moreover, perfect safety from fire in the event of a derailment of train.

The engineers that have been running the locomotives equipped with the device state that the amount of steam consumed by it is scarcely perceptible on the gauge of the boiler, and that the required pressure of steam for motive power was maintained without any augmented labor and without any apparent increase in the consumption of fuel.

We believe this principle of heating coaches to be the correct one, and would be glad were all of our passenger cars heated by that method.

If there is any further information that I can furnish you in regard to this or any other matter, be kind enough to command me.

Yours truly,

G. M. BEACH, *General Manager.*

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS AND  
INDIANAPOLIS & ST. LOUIS RAILWAYS,  
CLEVELAND, OHIO, Dec. 10, 1886.

Mr. WILLIAM CRAFTS, *Clerk Board of Railroad Commissioners, Commonwealth of Massachusetts, Boston, Mass.*

DEAR SIR:—In reply to your favor of November 29th, duly received, I would say that I still entertain the same favorable opinion of the Martin Anti-Fire Car Heater.

It continues in service on our road between Springfield and Cincinnati and is giving satisfaction in every respect.

Yours truly,

G. M. BEACH, *General Manager.*

The system has been in full use for four years on the Dunkirk, Allegheny Valley and Pittsburgh Railroad. Abundant warmth was obtained even when the thermometer ranged from five to twenty degrees below zero; and only a moderate amount of pressure was required. It is claimed that there is no danger of scalding by escaping steam in case of accident.

The experiments of Mr. Emerson in applying steam heat to cars on the Connecticut River Railroad have been watched with great interest; and the ingenuity and pertinacity of the inventor seem to have met a great measure of success.

The Commissioners have been greatly interested in the efforts of the Boston & Albany Railroad Company to solve the problem of heating cars without fire, — an experiment which,

up to this date, lacks nothing of thoroughness, except the want of extremely cold weather, to test its worth. Five cars make daily trips, except on Sundays, from Boston to Springfield and return, with an even temperature and with sufficient warmth without exhausting power, and apparently without danger. The result seems to have been in all respects satisfactory. When this has been done for another season the experimental stage of the improvement will have passed. Then the question may be to what extent the adoption of this safeguard will be required by law.

#### *Power Brakes.*

Power brakes for freight cars are appliances that are demanded as a matter of economy, and still more for the sake of safety. Their use on such roads as the Atchison, Topeka & Santa Fé, and the Chicago, Burlington & Quincy Railroads answers all questions as to the feasibility and desirability of the device. We believe that the time has come for its general use on our railroads. Here, too, the question of inter-state commerce will arise. Few points, if any, will be regarded as more important than that inter-state commerce should be conducted with the utmost possible safety to life and limb.

#### *Safety Valves,*

which prevent the escape of steam and of scalding water in case of accident, have been devised for the security of train-men and passengers. The Board have already referred to the terrible array of figures which Mr. Forney presented a short time ago, showing the deaths or serious injury of 162 persons by scalding within a period of a year and a half, all resulting from six railroad accidents. Much of this suffering and death could have been saved by the adoption of well-known devices. The Board renews the expression of its belief that a preventible accident is a crime.

#### *Guard Rail on Box Cars.*

“A Resolve relating to the protection of brakemen on freight trains” was passed in 1886, as follows:—

*Resolved,* That the Board of Railroad Commissioners be instructed to investigate whether there is need of legislation to provide further

securities for brakemen while operating freight trains, and especially whether box freight cars ought to be furnished with guard rails on the sides thereof; and report the result of their investigations to the next General Court. [*Approved April 9, 1886.*]

A public hearing was advertised for June 14.

No one appeared to advocate any legislation. A few railroad officials opposed action upon the grounds that it was needless, expensive and injurious to the cars, rendering them liable to leakage. It was also urged that, as other States were not affected by our laws, such an act would only afford partial protection, and might even be a source of danger to those who should rely upon such a safeguard in cases where none was provided.

The Commissioners, while inspecting the roads of the State, have made full inquiries of all classes of officials and employees as to the need and probable value of the proposed guards. We have not found any general desire to have them adopted. Very little information has been obtained as to accidents, which would have been prevented by the use of a rail. Indeed accidents by falling from the sides of cars are very rare. The more frequent and more dangerous casualties of falling from the ends of cars would not be obviated or reduced by this device. A rail across the ends of box cars would be a grave source of danger, and would not be advocated by any one conversant with the subject.

Considering the absence of any demand for legislation on the part of those who are supposed to be benefited by it, and regarding the slight advantage to be derived from the proposal as compared with other possible improvements, the Board are not prepared to recommend any action by the Legislature.

#### FREIGHT RATES ON THE HOUSATONIC RAILROAD.

Chapter 338 of the Acts of 1885 gave to the Board authority to fix freight rates on certain roads operated by the Housatonic Railroad Company. After the fixing of such rates, and the violation of our order by the company, a suit was begun by the district attorney of the western district, acting under direction of the Attorney-General. Upon an agreed statement of facts, judgment was given against the company



upon the ten counts of the indictment, and the case was taken to the Supreme Court of this State, where it is now pending.

Some of the counts may be affected by the recent decision of the Supreme Court of the United States in the case of *Wabash, St. Louis & Pacific Railway Company v. Illinois*. This case is of general interest, and may render some new legislation desirable.

The suit grew out of the Illinois short-haul law. That law differs from ours, and would never have received the approval of our Legislature or of this Board. The question involved in this suit, however, was in no way affected by that difference, but relates only to the matter of inter-state commerce, and overrules the law as laid down by Chief Justice Waite in *Peik v. Chicago N. W. R. Co.*, 94 U. S. 164, where it was held that, until Congress acts in regard to inter-state commerce, the State had a right to regulate rates as to freight "taken up outside the State and brought within it, or taken up inside and carried without."

The Board has had occasion to remark heretofore that this case, while binding upon us as long as it stood as a decision of the highest court in the land, was liable to be overruled. It is now overruled, and Justice Miller states that the court never "consciously and deliberately" assented to the doctrine laid down by Chief Justice Waite in the former case. The Chief Justice, with Justices Gray and Bradley, dissent from the decision of the majority; but this, of course, does not affect its validity. It is enough that a majority overrule the decision pronounced by the Chief Justice.

The decision does not deal with any question as to the right of a State to supervise corporations of its own creation, or exercising franchises within its borders only at its will. Neither does it disturb that portion of the former decision which affirms so strongly the power of government to deal with fares and freight rates and facilities.

At the time when this case was decided complaints were pending before the Board against the New London Northern Railroad Company for exacting higher rates for freight shipped at Chicago, and "stopped off" at Amherst and Belchertown, than was charged for like freight carried from Chicago to Willimantic, thus apparently violating "the short-haul law."

Action on these complaints was given up because of the decision in *Wabash, St. Louis & Pacific Railway v. Illinois*. Amherst and Belchertown are not "billing points" on the line in question. It is not known that any case has arisen in this State where the old practice has been revived of charging the through rate, and adding the local return rate for freight "stopped off" on its way to a more distant place. If any such case should occur, it will perhaps be possible to frame a law to forbid the practice even under the recent decision. Its immediate effect will probably be to hasten congressional action upon the subject of inter-state commerce, with consequences, which it is difficult to foresee in full.

#### ACTION AS TO THE MEIGS ELEVATED RAILWAY COMPANY.

By chapter 87, Acts of 1884, it is provided that "No location [of the Meigs Elevated Railway] for tracks shall be petitioned for in the city of Boston until at least one mile of the road has been built and operated, nor until the safety and strength of the structure and the rolling stock and motive power shall have been examined and approved by the Board of Railroad Commissioners or by a competent engineer to be appointed by them, and to be paid by said corporation a price fixed by said Board."

After examining the structure, rolling stock and motive power of the Meigs Elevated Railway as they existed Oct. 27, 1886, the Board appointed Gen. George Stark of New Hampshire, a competent and independent civil engineer, to act upon the approval of the structure, rolling stock and motive power. His report is given in full (Appendix I.), and the Commissioners approve it, and will in due time take formal action upon the points submitted to the Board.

#### BRIDGE OVER ROWLEY RIVER.

The Railroad Commissioners and the Harbor and Land Commissioners, sitting as a joint commission under the provisions of chapter 261, Acts of 1886, after due notice, gave a hearing to all persons interested in or affected by the maintenance of a draw in the bridge of the Eastern Railroad over Rowley River; and having considered all the facts and the public interests in the matter, authorized the Eastern Railroad Company to re-

construct the bridge without a draw, subject, however, to the condition that the General Court may, at any time hereafter, require the company or its successors to construct and maintain a draw, and that they "shall at all times and in all respects conform to the directions and requirements of the General Court in relation hereto."

#### THE TROY AND GREENFIELD RAILROAD.

The annual hearing by the Board, under the contract with the Fitchburg Railroad Company for operating the State road, showed the following result for the year ending Sept. 30, 1885:—

Gross revenue, . . . . .	\$452,019 12
Gross earnings, . . . . .	416,566 31
Expenses, . . . . .	208,186 65
Balance due the State, . . . . .	208,379 66
Amount already paid the State by the Fitchburg Railroad Company, . . . . .	207,860 61
Amount due the State by the Fitchburg Railroad Company,	519 05

The operating expenses are 49.977 per cent. of the gross earnings, against 54.39 the previous year. This percentage applies by contracts to the other railroad companies engaged in operating the State road.

The Fitchburg Railroad Company claimed as expenses \$220,013.53, which would have entitled it to 52.816 per cent. of the gross earnings of \$416,566.31.

The appeals against the awards heretofore made by the Board have all been waived by the Fitchburg Railroad Company.

As usual, the most interesting portion of the annual report is found in the special reports upon the various questions which come from time to time before the Board. And more numerous, and perhaps more important than these, are the matters which have been acted upon finally without formal hearings.

THOMAS RUSSELL.  
E. W. KINSLEY.  
E. A. STEVENS.

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## APPENDIX.

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[A.]  
Receipts of Flour in Boston during Ten Years, ending Sept. 30.

	FLOUR — BARRELS.									
	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Boston & Albany Railroad,	880,514	784,149	536,767	462,852	629,355	569,692	699,553	610,673	667,148	520,810
Boston & Lowell Railroad,	138,914	121,416	191,265	236,443	160,704	104,376	133,491	132,825	186,304	119,324
Fitchburg Railroad,	129,687	248,566	478,852	549,852	869,971	777,466	1,268,605	1,514,586	1,172,335	1,747,500
Grand Junction (B. & A. R. R.),	364,377	447,518	600,194	986,783	911,357	668,133	1,110,564	1,107,960	1,198,323	894,118
N. Y. & New England R. R.,	—	—	89,327	89,542	190,169	227,576	331,891	278,944	101,214	69,011
Total by through lines from West,	1,463,492	1,601,649	1,896,395	2,274,974	2,761,556	2,347,243	3,543,604	3,642,788	3,320,924	3,350,763
Boston & Maine Railroad,	43,935	32,092	42,631	28,361	29,227	13,343	16,126	9,383	1,462	1,431
Boston & Providence R. R.,	11,679	3,084	1,387	4,421	4,241	3,588	5,548	1,876	349	1,091
Eastern Railroad,	—	—	2,985	6,064	11,385	4,732	9,950	11,776	1,580	—
Old Colony Railroad,	841	2,685	2,162	3,392	3,646	5,115	4,390	3,218	1,911	3,414
Portland Steamer,	2,299	220	182	150	1,893	352	459	187	905	25
New York Steamer,	132,062	111,083	120,382	80,125	18,642	2,131	991	6,180	1,857	3,963
Baltimore Steamer,	40,496	20,047	9,364	15,941	16,162	4,907	7,562	21,648	12,574	13,196
Philadelphia Steamer,	7,069	5,053	1,045	1,022	300	1,625	10	1,370	280	274
New Orleans Steamer,	—	—	—	697	—	—	225	—	—	—
Sail-Vessels,	—	1,310	300	400	—	—	1,823	4,937	2,741	135
Other Sources,	1,200	—	—	—	—	—	—	—	—	—
Total from Seaboard,	239,581	175,574	180,438	140,573	85,646	35,793	47,084	62,725	22,779	24,409
Total from all Sources,	1,703,073	1,777,223	2,076,833	2,418,559	2,853,079	2,383,026	3,590,688	3,705,513	3,348,103	3,375,172

Increase, 32,069 barrels, — .9 per cent.

## Receipts of Corn in Boston during Ten Years, ending Sept. 30.

## CORN — BUSHELS.

	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Boston & Albany Railroad, . .	1,336,180	1,219,245	1,006,160	659,467	1,349,388	807,175	927,490	1,041,605	1,603,457	1,380,395
Boston & Lowell Railroad, . .	534,732	534,849	617,026	3,836,219	794,531	1,355,529	571,595	510,214	408,400	226,370
Fitchburg Railroad, . .	1,328,430	2,003,559	3,472,195	2,997,389	3,659,457	2,640,372	4,111,500	3,876,725	3,764,185	4,399,160
Grand Junction (B. & A. R. R.), .	4,731,836	5,799,140	5,855,850	7,328,338	8,460,381	8,170,842	3,886,291	4,193,700	2,987,800	2,185,400
N. Y. & New England R. R., . .	-	-	23,695	29,060	177,519	329,114	843,554	363,637	38,051	76,551
Total by through lines from West, . . . . .	7,931,178	9,556,793	11,014,926	14,750,473	14,541,282	8,303,032	9,840,480	9,985,881	8,801,973	8,267,876
Boston & Maine Railroad, . .	49,657	70,599	144,295	202,752	257,841	255,295	305,077	124,635	6,150	60,386
Boston & Providence R. R., . .	-	-	120	-	-	-	700	800	500	1,170
Eastern Railroad, . .	-	-	11,300	5,700	2,500	7,050	16,270	6,651	1,425	-
Old Colony Railroad, . .	-	-	-	-	-	7,650	5,300	5,450	500	1,100
Portland Steamer, . .	-	-	-	-	-	-	-	-	-	-
New York Steamer, . .	8,332	6,500	-	-	-	5,000	-	-	-	-
Baltimore Steamer, . .	6,086	1,492	6,400	76	-	10,811	15,712	32,942	6,498	4,816
Philadelphia Steamer, . .	6,766	8,682	-	-	-	-	-	-	-	240
New Orleans Steamer, . .	-	-	-	-	-	-	16,444	-	1,500	-
Sail-Vessels, . . . . .	17,926	16,186	6,000	-	200	8,000	*72,891	5,416	-	-
Other Sources, . . . . .	-	-	-	-	-	-	-	-	-	-
Total from Seaboard, . .	88,767	103,459	168,115	208,528	260,541	293,806	432,394	175,907	16,573	67,712
Total from all Sources, . .	8,019,495	9,660,252	11,183,041	14,959,001	14,801,823	8,596,838	10,272,824	10,161,788	8,818,546	8,335,588

Decrease, 482,958 bushels, — .54 per cent.  
\* Savannah Steamer.

*Receipts of Oats in Boston during Ten Years, ending Sept. 30.*

	OATS — BUSHELS.									
	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Boston & Albany Railroad, . . .	791,638	656,949	728,634	604,310	1,094,476	1,411,900	1,332,825	1,754,628	2,170,405	2,179,580
Boston & Lowell Railroad, . . .	223,729	202,823	256,548	181,636	201,612	469,327	163,421	78,876	487,889	474,539
Fitchburg Railroad, . . .	1,718,324	1,807,810	1,828,720	1,994,597	1,751,469	1,615,072	2,784,844	3,124,318	2,877,370	4,695,640
Grand Junction (B. & A. R. R.), . .	416,190	377,400	592,235	720,454	668,000	472,450	558,200	702,250	463,700	194,670
N. Y. & New England R. R., . . .	-	-	22,600	32,341	46,650	163,000	93,118	85,260	33,722	19,615
Total by through lines } from West, . . .	3,149,881	3,044,372	3,428,787	3,533,338	3,757,197	4,181,749	4,882,408	5,745,332	6,033,086	7,563,994
Boston & Maine Railroad, . . .	12,796	53,433	23,350	46,442	21,050	103,875	28,400	5,925	7,575	4,182
Boston & Providence R. R., . . .	-	-	-	-	-	-	-	-	-	-
Eastern Railroad, . . .	-	-	5,700	12,950	8,100	138,835	20,005	7,100	400	-
Old Colony Railroad, . . .	-	-	-	-	-	2,750	800	3,100	600	2,325
Portland Steamer, . . .	1,440	-	-	-	-	-	-	-	-	-
New York Steamer, . . .	-	-	-	-	-	-	-	-	-	-
Baltimore Steamer, . . .	1,900	-	-	-	-	-	-	1,437	-	-
Philadelphia Steamer, . . .	4,566	-	-	-	-	-	-	-	-	-
New Orleans Steamer, . . .	-	-	-	-	-	-	-	-	-	-
Sail-Vessels, . . .	-	-	-	-	-	-	-	-	-	-
Other Sources, . . .	-	-	-	-	-	-	-	-	2,968	-
Total from Seaboard, . . .	20,092	53,433	29,050	59,392	29,150	245,460	49,205	17,562	11,543	6,507
Total from all Sources, . . .	3,169,973	3,097,805	3,457,787	3,592,730	3,786,347	4,372,209	4,931,613	5,762,894	6,044,629	7,570,501

Increase, 1,525,872 bushels, — 25 per cent.



## Receipts of Wheat in Boston during Ten Years, ending Sept. 30.

## WHEAT — BUSHELS.

	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Boston & Albany Railroad,	264,275	190,618	174,310	65,691	50,525	28,700	36,005	24,900	91,855	40,919
Boston & Lowell Railroad,	38,800	298,654	916,431	981,761	337,253	250,641	198,731	94,666	106,968	199,574
Fitchburg Railroad,	50,370	233,416	1,306,085	724,743	994,446	918,763	990,289	842,662	1,193,555	730,443
Grand Junction (B. & A. R. R.),	678,380	3,441,910	2,763,450	2,436,921	2,892,769	1,458,400	1,037,170	722,100	871,300	1,127,371
N. Y. & New England R. R.,	-	-	7,568	34,232	955	175,400	295,100	108,074	-	121
Total by through lines from West,	1,032,325	4,104,598	5,157,844	4,243,348	4,215,948	2,831,904	2,557,295	1,787,402	2,263,678	2,098,428
Boston & Maine Railroad,	112	400	27,448	53,422	23,932	37,884	17,957	10,400	-	1,088
Boston & Providence R. R.,	1,614	770	1,001	102	-	-	10,000	600	-	-
Eastern Railroad,	-	-	-	-	-	-	1,015	1,400	600	-
Old Colony Railroad,	-	-	-	-	-	800	-	-	-	-
Portland Steamer,	-	-	-	-	-	500	-	-	-	-
New York Steamer,	150	2,452	-	-	-	-	-	-	-	-
Baltimore Steamer,	163	-	-	-	-	-	-	-	-	-
Philadelphia Steamer,	-	-	-	-	-	-	-	-	-	-
New Orleans Steamer,	-	-	-	-	-	-	-	-	-	-
Sail-Vessels,	-	-	-	-	-	-	-	-	-	-
Other Sources,	46,333	35,017	-	-	-	-	-	4,500	-	-
Total from Seaboard,	48,372	38,639	28,449	53,624	23,932	39,184	28,972	16,900	600	1,088
Total from all Sources,	1,080,697	4,143,237	5,186,293	4,296,972	4,239,880	2,871,088	2,586,267	1,804,302	2,264,278	2,099,516

Decrease, 164,762 bushels, — 7 per cent.

*Summary of Grain Receipts in Boston during Ten Years.*

	Flour — Barrels.	Corn — Bushels.	Oats — Bushels.	Wheat — Bushels.
1877, . . .	1,703,073	8,019,495	3,169,973	1,080,697
1878, . . .	1,777,223	9,660,252	3,097,805	4,143,237
1879, . . .	2,076,833	11,183,041	3,457,787	5,186,293
1880, . . .	2,418,859	14,959,001	3,592,730	4,296,972
1881, . . .	2,853,079	14,801,323	3,786,347	4,289,880
1882, . . .	2,383,026	8,596,838	4,377,209	2,871,088
1883, . . .	3,590,688	10,272,824	4,931,613	2,586,267
1884, . . .	3,705,513	10,161,788	5,762,894	1,804,302
1885, . . .	3,343,103	8,818,546	6,044,629	2,264,278
1886, . . .	3,375,172	8,335,588	7,570,501	2,099,516

[B.]

Tabular Statement of Accidents reported to the Board of Railroad Commissioners during Year ending Sept. 30, 1886.

RAILROADS.	GENERAL STATEMENT.							PASSENGERS.					
	Whole Number of Persons Injured.	Passengers.	Employees.	At Grade Crossings and Stations.	Trespassers.	Children.	Adults.	Killed.	Injured.	By Causes beyond their own Control.		By their own Misconduct or want of Caution.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany, . . . . .	103	12	43	9	39	5	98	31	72	-	-	-	12
Boston & Lowell, . . . . .	68	10	34	4	20	9	59	26	42	-	3	2	5
Boston & Maine, . . . . .	98	21	32	9	36	9	89	39	59	-	6	5	10
Boston & Providence, . . . . .	15	2	2*	6	5	3	12	10	5	-	-	-	2
Fitchburg, . . . . .	114	8	76	8	22	8	106	26	88	-	-	1	17
New York & New England, . . . . .	53	9	30	3	11	4	49	10	43	-	1	-	8
Old Colony, . . . . .	45	5	23	-	17	2	43	24	21	-	-	1	4
Boston, Winthrop & Shore, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
Cheshire, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut River, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
Hanover Branch, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
Milford & Woonsocket, . . . . .	3	1	1	-	1	-	3	-	3	-	-	-	1
Nantasket Beach, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven & Northampton, . . . . .	5	1	3	1	-	-	5	5	-	-	-	1	-
New London & Northern, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-
New York, New Haven & Hartford, . . . . .	3	-	2	1	-	-	3	3	-	-	-	-	-

Norwich & Worcester,	.	2
Providence & Worcester,	.	9
Troy & Greenfield,	.	63
Worcester, Nashua & Rochester,	.	-
Housatonic, of Connecticut,	.	-
Boston, Revere Beach & Lynn,	.	2
Grafton Centre,	.	1
Martha's Vineyard,	.	-
Nantucket,	.	-
Worcester & Shrewsbury,	.	-
Housatonic,	.	8
Total		591
No.	114	274
Males	44	159
Females	44	109
Population	43	548
Dwellings	203	388
Agriculture	9	43
Manufactures	10	52

† One a cattle-tender on freight train.

• One a licensed newsboy.

## Tubular Statement of Accidents, etc. — Continued.

RAILROADS.	EMPLOYEES.											Total Killed.	Total Injured.	
	Train-Men.	Other Employees.	By Coupling or Uncoupling Cars.		By Overhead Bridges.		By Train Acci- dents.		Falling from Train or Engine.		Various Causes.*			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.			Injured.
Boston & Albany, . . . . .	33	10	-	7	1	1	1	1	1	2	12	8	10	31
Boston & Lowell, . . . . .	17	17	-	6	1	-	3	6	3	-	3	6	9	24
Boston & Maine, . . . . .	27	5	1	13	-	-	-	4	2	2	3	4	5	25
Boston & Providence, . . . . .	-	2	-	-	-	-	-	-	-	-	1	1	1	1
Fitchburg, . . . . .	66	10	-	48	-	3	-	-	-	6	7	3	9	67
New York & New England, . . . . .	25	5	-	14	1	1	-	-	1	1	7	2	5	27
Old Colony, . . . . .	17	6	-	8	-	1	2	2	3	1	3	4	2	14
Boston, Winthrop & Shore, Cheshire, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut River, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hanover Branch, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Millford & Woonsocket, . . . . .	1	-	-	1	-	-	-	-	-	-	-	-	-	1
Nantasket Beach, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven & Northampton, . . . . .	3	-	-	-	-	-	-	-	1	1	1	1	-	1
New London Northern, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	1
New York, New Haven & Hartford, . . . . .	-	2	1	-	-	-	-	-	-	-	-	1	-	-
Norwich & Worcester, . . . . .	1	1	-	1	-	-	-	-	-	-	-	1	1	1
Providence & Worcester, . . . . .	1	1	-	-	-	-	1	1	-	-	-	1	1	1
Troy & Greenfield, . . . . .	18	1	-	6	-	-	2	4	1	1	2	1	4	16
Worcester, Nashua & Rochester, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*Tubular Statement of Accidents, etc. — Continued.*

RAILROADS.	EMPLOYEES.														Total Injured.
	Train-Men.	Other Employees.	By Coupling or Uncoupling Cars.		By Overhead Bridges.		By Train Accidents.		Falling from Train or Engine.		Various Causes.*		Total Killed.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany, . . . . .	33	10	-	7	1	1	1	1	1	2	12	8	10	12	31
Boston & Lowell, . . . . .	17	17	-	6	1	1	-	3	6	-	3	6	9	10	24
Boston & Maine, . . . . .	27	5	1	13	-	-	-	-	4	2	3	4	5	7	25
Boston & Providence, . . . . .	-	2	-	-	-	-	-	-	-	-	1	1	-	1	1
Fitchburg, . . . . .	66	10	-	48	-	-	3	-	-	6	7	3	9	9	67
New York & New England, . . . . .	25	5	-	14	-	1	1	-	-	1	7	2	5	3	27
Old Colony, . . . . .	17	6	-	8	-	1	1	2	2	3	1	4	2	9	14
Boston, Winthrop & Shore, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cheshire, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut River, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hanover Branch, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Milford & Woonsocket, . . . . .	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Nantasket Beach, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven & Northampton, . . . . .	3	-	-	-	-	-	-	-	-	1	1	1	-	2	1
New London Northern, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York, New Haven & Hartford, . . . . .	-	2	1	-	-	-	-	-	-	-	-	1	-	2	-
Norwich & Worcester, . . . . .	1	1	-	1	-	-	-	-	-	-	-	-	-	-	1
Providence & Worcester, . . . . .	1	1	-	-	-	-	-	-	1	1	-	1	1	1	1
Troy & Greenfield, . . . . .	18	1	-	5	-	-	-	2	4	1	2	1	4	4	15
Worcester, Nashua & Rochester, . . . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Tabular Statement of Accidents, etc. — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TRESPASSERS.				
	With Gates or Flagman.	Without Gates or Flagman.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Apparent Suicide.
Boston & Albany, . . . . .	2	4	2	4	1	2	29	10	15	24	2
Boston & Lowell, . . . . .	-	1	1	-	3	-	11	9	11	9	-
Boston & Maine, . . . . .	5	4*	7	2	-	-	33	3	22	14	-
Boston & Providence, . . . . .	5	2	8	-	2	1	5	-	4	1	-
Fitchburg, . . . . .	4	4	3	5	-	-	17	5	18	7	-
New York & New England, . . . . .	3	-	2	1	-	-	11	-	4	9	-
Old Colony, . . . . .	-	-	-	-	-	-	15	2	15	2	1
Boston, Winthrop & Shore, . . . . .	-	-	-	-	-	-	-	-	-	-	-
Cheshire, . . . . .	-	-	-	-	-	-	-	-	-	-	-
Connecticut River, . . . . .	-	-	-	-	-	-	-	-	-	-	-
Hanover Branch, . . . . .	-	-	-	-	-	-	-	-	-	-	-
Millford & Woonsocket, . . . . .	-	-	-	-	-	-	1	-	-	1	-
Nantasket Beach, . . . . .	-	-	-	-	-	-	-	-	-	-	-
New Haven & Northampton, . . . . .	-	1	1	-	-	-	-	-	-	-	-
New London Northern, . . . . .	-	-	-	-	-	-	-	-	-	-	-
New York, New Haven & Hartford, . . . . .	-	1	1	-	-	-	-	-	-	-	-
Norwich & Worcester, . . . . .	-	1	-	1	-	-	-	-	-	-	-
Providence & Worcester, . . . . .	-	2	2	-	-	-	4	-	4	-	-
Troy & Greenfield, . . . . .	-	-	-	-	-	-	2	-	1	-	-
Worcester, Nashua & Rochester, . . . . .	-	-	-	-	-	-	-	-	-	-	-

	15	20	22	13	6	3	130	29	91	68	3
Housatonic, of Connecticut,	-	-	-	-	-	-	-	-	-	-	-
Easton, of Connecticut,	-	-	-	-	-	-	-	-	-	-	-
Easton, of Revere Beach & Lynn,	-	-	-	-	-	-	-	-	-	-	-
Grafton Centre,	-	-	-	-	-	-	-	-	-	-	-
Martha's Vineyard,	-	-	-	-	-	-	-	-	-	-	-
Nantucket,	-	-	-	-	-	-	-	-	-	-	-
Worcester & Shrewsbury,	-	-	-	-	-	-	-	-	-	-	-
Housatonic,	-	-	-	-	-	-	-	-	-	-	-
	15	20	22	13	6	3	130	29	91	68	3

\* At crossing, with gates not closed.

*Train Accidents Reported to the Board of Railroad Commissioners  
during the Year ending Sept. 30, 1886.*

ACCIDENTS.	Number.	Persons Killed.	Persons Injured.
COLLISIONS.			
<i>Rear.</i>			
Passenger train with empty cars on siding, by misplaced switch, . . . . .	4	1	4
Passenger train with freight train on main track, . . . . .	1	-	6
Passenger train with freight train on siding, but not clearing main track, . . . . .	1	-	-
Passenger train with coal car pushed or blown upon main track, . . . . .	1	-	-
Construction train with extra freight train, . . . . .	1	-	-
Rear of parted freight train with forward part, . . . . .	1	-	-
Loaded freight car parted from train with empty car, . . . . .	1	-	-
<i>Butting.</i>			
Passenger train with empty cars being switched from main track, . . . . .	1	-	-
Passenger train leaving station with empty train coming in, . . . . .	1	-	-
<i>Crossing.</i>			
Passenger train on branch with passenger train on main line, at junction, . . . . .	1	1	6
	13	2	16
DERAILMENTS.*			
Passenger train, by sliding of embankment, . . . . .	1	11	29
Passenger train, by land slide, . . . . .	1	-	-
Freight train, by washout, . . . . .	1	1	1
Freight train, by fallen rock, . . . . .	1	-	-
Passenger train, by reason of interlocking signal, and switch being deranged, . . . . .	1	-	-
Freight train, cause not stated, . . . . .	1	-	-
	6	12	30

\* Derailments causing slight damage, and no serious delay of passenger trains, are not reported. In the accidents included in the above table, where there were no casualties to persons there was greater or less delay of passenger trains and damage to rolling stock.

*Tabular Statement of Accidents reported to the Board of Railroad Commissioners during Ten Years.*

	GENERAL STATEMENT.							PASSENGERS.				EMPLOYEES.			
	Whole number of Casualties to Persons.	Passengers.	Employees.	At Highway Crossings and Stations.	Trepassers.	Children.	Adults.	Fatal.	Not Fatal.	From Causes beyond their own Control.	From their own Miscon- duct or Want of Care.	Fatal.	Not Fatal.	Train-men.	Other Em- ployees.
Year ending Sept. 30, 1877,	274	33	95	37	109	26	248	134	140	9	24	7	26	65	30
" " 1878,	304	38	96	37	133	37	267	150	154	2	36	10	28	68	28
" " 1879,	405	208	83	32	82	25	380	115	290	186	28	21	188	71	12
" " 1880,	346	24	157	54	111	24	322	146	200	1	23	9	15	113	44
" " 1881,	415	42	200	47	126	23	392	184	231	11	31	15	27	167	33
" " 1882,	414	27	198	57	132	29	385	163	251	4	22	9	15	158	40
" " 1883,	524	61	266	50	147	33	491	191	333	1	24	14	21	192	73
" " 1884,	457	76	182	38	161	33	424	181	276	44	32	14	62	139	43
" " 1885,	517	74	233	55	152	28	486	163	351	12	62	14	60	191	42
" " 1886,	583	107	273	44	159	43	540	201	382	45	62	20	87	212	61
Total, . . . . .	4,239	690	1,783	451	1,312	331	3,935	1,628	2,608	315	339	133	529	1,356	406
Average, . . . . .	423.9	69.0	178.3	45.1	131.2	33.1	393.5	162.8	260.8	31.5	33.9	13.3	52.9	135.6	40.6

*Tabular Statement of Accidents, etc., during Ten Years — Concluded.*

	EMPLOYEES — Concluded.							AT HIGHWAY CROSSINGS.				AT STATIONS.		TRESPASSERS.				
	Coupling or uncoupling Cars.	By Overhead Bridge.	By Train Accidents.	Falling from Train.	Various Causes.	Fatal.	Not Fatal.	With Gates or Flagmen.	Without Gates or Flagmen.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Walking or riding on track.	Unlawfully riding on Cars.	Fatal.	Not Fatal.	Suicide.
Year ending Sept. 30, 1877.	25	5	21	18	26	35	60	12	21	19	14	2	2	79	30	71	38	8
" " 1878.	24	10	15	15	32	34	62	12	17	20	9	3	5	102	31	84	49	3
" " 1879.	25	7	8	24	19	28	55	13	17	13	17	1	1	70	12	54	28	5
" " 1880.	43	12	21	47	34	49	108	20	30	19	31	1	3	93	18	72	40	4
" " 1881.	59	28	18	46	48	72	128	12	24	11	25	5	6	104	22	81	45	3
" " 1882.	60	18	15	43	62	56	142	25	29	21	33	3	-	109	23	75	57	7
" " 1883.	86	14	13	55	97	62	203	18	26	15	29	4	2	112	33	93	54	3
" " 1884.	68	12	11	35	56	47	135	19	13	13	19	4	2	126	36	104	57	4
" " 1885.	91	10	19	42	70	29	204	20	30	23	27	1	3	120	32	93	59	3
" " 1886.	107	8	25	55	78	62	211	15	20	22	13	6	3	130	29	91	68	3
Total.	588	124	166	380	522	474	1,308	166	227	176	217	80	27	1,045	265	837	495	43
Average.	58.8	12.4	16.6	38.0	52.2	47.4	130.8	16.6	22.7	17.6	21.7	3.0	2.7	104.5	26.5	83.7	49.5	4.3

*Tabular Statement of Accidents to Employees in Massachusetts during Ten Years.*

YEAR ENDING SEPT. 30.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Injured by coupling cars, . . .	25	24	25	43	49	60	86	68	91	107
by overhead bridges, . . .	5	10	7	12	28	18	14	12	12	8
by train accidents, . . .	21	15	8	19	18	15	13	11	19	25
by falling from trains, . . .	18	15	24	47	46	43	55	35	42	55
by other causes, . . .	26	30	17	34	47	62	97	56	69	78
by explosion of locomotives, . . .	-	2	2	2	2	-	-	-	-	-
Totals, . . .	95	96	83	157	200	198	265	182	238	273

*Tubular Statement of Train Accidents, and Causes of the same, in the United States in each Month during the Year ending Sept. 30, 1886.*

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
<b>COLLISIONS.</b>													
Rear collisions, . . . . .	46	25	27	20	21	16	19	17	13	27	33	38	302
Butting collisions, . . . . .	13	8	8	10	7	5	3	8	8	8	13	17	108
Crossing collisions, . . . . .	3	2	2	5	4	1	2	2	1	3	6	3	34
Total, . . . . .	62	35	37	35	32	22	24	27	22	38	52	58	444
<b>DERAILMENTS.</b>													
Caused by —													
Unexplained, . . . . .	7	6	9	4	11	9	5	9	12	8	5	11	96
Broken rail, . . . . .	9	5	5	6	11	6	2	5	3	—	3	1	56
Broken bridge, . . . . .	1	2	1	1	—	3	2	—	1	2	2	2	17
Broken axle, . . . . .	5	4	2	3	4	7	4	5	4	7	5	10	60
Broken truck, . . . . .	1	4	1	1	—	—	—	—	1	1	1	1	11
Accidental obstruction,	1	5	1	—	1	1	1	2	1	1	4	—	17
Cattle on track, . . . . .	3	3	—	2	1	2	3	7	3	6	3	3	36
Misplaced switch, . . . . .	6	4	5	7	6	2	4	5	4	4	3	15	65
Malicious obstruction,	1	1	—	1	—	2	1	1	2	2	1	1	13
Broken wheel, . . . . .	5	5	—	1	4	1	2	2	3	4	5	3	35
Open draw, . . . . .	—	2	—	—	—	—	—	—	—	—	—	1	8
Broken frog, . . . . .	—	—	1	—	—	—	—	—	—	—	—	1	1
Broken brake-beam, . . . . .	1	—	1	2	1	1	1	2	—	1	1	3	13
Runaway engine, . . . . .	2	—	—	—	1	1	1	1	—	—	—	3	10
	—	—	—	—	1	—	—	—	—	—	—	—	1





*Tubular Statement of Train Accidents, etc., in the United States in each Month during the year ending Sept. 30, 1886.*

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
ACCIDENTS WITHOUT DERAILMENT.													
Caused by —													
Accidental obstruction, . . . . .	1	1	1	2	1	—	1	1	—	—	—	—	2
Boiler explosion, . . . . .	1	—	1	—	—	—	—	4	1	—	4	2	16
Car burned while running, . . . . .	2	1	1	1	—	—	1	—	1	2	1	1	10
Broken parallel-rod, . . . . .	2	2	2	1	4	2	1	—	1	1	4	4	24
Broken axle or truck, . . . . .	—	—	—	—	—	1	—	—	—	—	—	—	1
Broken wheel or tire, . . . . .	1	1	—	—	—	—	—	1	—	—	—	—	3
Broken coupling, . . . . .	—	—	—	—	—	—	—	1	—	—	1	—	1
Cylinder-head blown out, . . . . .	—	—	—	—	—	—	—	1	—	—	—	—	1
Overhead bridge, . . . . .	—	—	—	—	—	1	—	—	—	1	—	—	1
Loose door on freight car, . . . . .	—	—	—	—	—	—	—	—	—	1	—	—	1
Falling rock in cut, . . . . .	—	—	1	—	—	—	—	—	—	—	—	—	1
Flue collapsed, . . . . .	—	—	—	—	—	—	—	—	—	—	2	—	2
Explosion of powder, . . . . .	—	—	—	—	—	—	—	1	—	—	—	—	1
Caving of tunnel, . . . . .	—	—	—	1	—	—	—	—	—	—	—	—	1
Runaway train, . . . . .	—	—	—	—	—	—	—	—	—	—	1	1	1
Steam-chest burst, . . . . .	—	—	—	—	—	—	—	—	—	—	—	—	1
Bridge-beam falling on track, . . . . .	—	—	—	—	—	—	—	—	—	—	1	—	1
—	6	4	5	5	5	4	3	8	2	4	14	8	68
Total number of train accidents in each month in 1885-86, . . . . .	123	96	74	94	98	81	66	93	75	91	115	135	1,141
Total number of train accidents in each month in 1884-85, . . . . .	103	96	105	145	216	86	81	62	75	76	92	91	1,280

Total number of train accidents in each month in 1885-86, . . . . .

Total number of train accidents in each month in 1884-85, . . . . .

Total number of train accidents in each month in 1885-86, . . . . .	174	122	112	147	110	115	88	76	71	89	89	100	1,293
Total number of train accidents in each month in 1882-83, . . . . .	136	125	148	168	184	142	106	120	91	119	145	158	1,641
Total number of train accidents in each month in 1881-82, . . . . .	131	138	113	137	88	99	81	94	72	92	189	153	1,392
Total number of train accidents in each month in 1880-81, . . . . .	120	145	135	223	149	113	63	85	73	12	129	144	1,381
Total number of train accidents in each month in 1879-80, . . . . .	104	86	69	62	65	65	71	46	56	78	112	124	958
Total number of train accidents in each month in 1878-79, . . . . .	61	68	63	113	88	61	50	37	64	81	79	78	843
Total number of train accidents in each month in 1877-78, . . . . .	82	83	66	75	67	49	46	50	56	54	75	76	777
Total number of train accidents in each month in 1876-77, . . . . .	103	96	88	147	56	58	69	46	49	53	98	84	947
Total number of train accidents in each month from Sept. 30, 1876, to Sept. 30, 1886, . . . . .	1,104	1,041	933	1,277	1,114	897	711	680	659	823	1,035	1,114	11,438
Deraiment of passenger trains 1885-86, . .	15	17	14	20	20	20	9	18	10	16	18	19	196
Deraiment of freight trains, . . . . .	40	40	18	34	41	35	30	40	41	33	31	50	433
Number of persons killed, . . . . .	11	12	7	16	13	45	23	8	23	16	7	14	195
Number of persons injured, . . . . .	45	72	98	36	126	116	91	62	44	33	67	59	849
Collision between passenger trains, . . .	7	1	1	5	3	1	3	1	1	3	8	1	35
Collision between passenger and freight trains, . . . . .	10	12	7	9	12	5	6	8	7	18	14	23	131
Collision between freight trains, . . . .	45	22	29	21	17	16	15	18	14	17	30	34	278
Number of persons killed, . . . . .	25	27	23	23	6	3	-	8	7	7	15	28	172
Number of persons injured, . . . . .	87	46	54	44	30	15	14	85	42	54	32	81	584

*Tabular Statement of Train Accidents, etc., during the Year ending Sept. 30, 1886, — Concluded.*

	October	November	December	January	February	March	April	May	June	July	August	September	Total
Accidents without derailment:													
To passenger trains, . . . . .	3	3	2	2	3	3	1	3	-	2	7	6	35
To freight trains, . . . . .	3	1	3	3	2	1	2	5	2	2	7	2	33
Number of persons killed, . . . . .	-	-	1	2	2	1	-	7	3	-	9	-	25
Number of persons injured, . . . . .	2	-	1	10	1	-	-	23	-	1	18	8	64
Total number of accidents each month, . . . . .	123	96	74	94	98	81	66	93	75	91	115	135	1,141
Total number of persons killed in each month, . . . . .	36	19	31	41	21	49	23	23	38	23	31	42	366
Total number of persons injured in each month, . . . . .	134	118	153	90	157	131	105	170	86	88	117	148	1,497
Number of accidents causing death to persons in each month, . . . . .	17	14	19	19	16	18	10	13	12	14	20	18	190
Number of accidents causing injury, but not death, . . . . .	26	26	20	16	19	21	17	34	15	26	30	41	291
Number of accidents causing no injury to persons, . . . . .	80	56	35	59	63	42	39	46	48	51	65	76	660
Percentage of all without injury to persons, . . . . .	65.0	58.0	47.0	63.0	64.0	52.0	59.0	49.0	64.0	56.0	56.9	56.3	57.8

Average number of accidents per day in each month in 1885-86, . . .	3.97	3.20	2.39	3.03	3.50	2.61	2.20	3.00	2.50	2.93	3.71	4.50	-
Average number of persons killed per day in each month, . . .	1.16	0.63	1.00	1.29	0.75	1.58	0.77	0.74	1.10	0.74	1.00	1.40	-
Average number of persons injured per day in each month, . . .	4.32	3.93	4.94	2.90	5.61	4.23	3.50	5.48	2.87	2.84	3.77	4.93	-
Average number of casualties to persons per accident per month:													
Number of persons killed per accident, . .	0.293	0.198	0.419	0.426	0.214	0.605	0.348	0.244	0.440	0.253	0.270	0.311	-
Number of persons injured per accident, . .	1.089	1.229	2.068	0.957	1.602	1.617	1.591	1.828	1.147	0.967	1.017	1.096	-
Number of accidents in each month caused by defect of road or equipment, . .	47	25	30	22	38	33	23	41	27	31	43	46	406
Number of accidents caused by negligence in operating, . . .	50	36	28	37	30	19	20	21	21	35	46	64	407

Tabular Statement of Train Accidents in the United States during Ten Years.

	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	Total.
Total number of train accidents, . . . . .	947	779	843	937	1,480	1,332	1,640	1,293	1,230	1,141	11,642
Total number of persons killed, . . . . .	313	200	182	227	435	385	475	388	331	366	3,302
Total number of persons injured, . . . . .	1,280	689	751	946	1,691	1,467	1,798	1,913	1,534	1,497	13,516
Total number of accidents causing death to persons, . . . . .	132	106	100	121	225	224	258	228	211	190	1,798
Total number of accidents causing injury, but not death, . . . . .	217	143	165	197	320	284	387	327	282	291	2,604
Total number causing no injury to persons, . . . . .	598	530	578	622	935	824	1,004	738	735	660	7,299
Collisions, rear, . . . . .	177	138	172	239	363	388	403	316	313	302	2,831
Collisions, head, . . . . .	98	79	79	111	161	140	191	146	125	108	1,238
Collisions, crossing, . . . . .	18	7	12	17	30	26	38	27	31	34	240
Collisions, passing, . . . . .	-	-	-	-	-	-	1	1	-	-	2
Collisions, unexplained, . . . . .	4	1	1	-	-	2	-	-	-	-	8
Deraillments, . . . . .	600	520	532	532	855	740	921	736	695	629	6,760
Other accidents, . . . . .	50	34	47	38	71	86	86	67	66	68	563
Total accidents, . . . . .	947	779	843	937	1,480	1,332	1,640	1,293	1,230	1,141	11,642

[C.]

## SPECIAL REPORTS ON ACCIDENTS.

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DERAILMENT AND FATAL ACCIDENT AT ASSONET ON  
THE OLD COLONY RAILROAD, FEB. 12, 1886.

During the great freshet, a train of eighty-two empty coal cars on its return from Brockton to Somerset was derailed while passing over an embankment in Assonet (Freetown), and sixty cars were thrown from the track. The fireman, Thomas Russell, was killed. No one else received any serious injury.

Cowen Brook passes under the embankment by a double culvert, which is of abundant capacity for the passage of the water even in the heaviest rains. But the removal of two planks from the Durfee Dam, 3 or 4 miles above this spot, carried away a reservoir on an abandoned privilege known as the Baker Place, and let down a flood which washed away the embankment. When the coal train went up to Brockton in the morning, the water was flowing freely through the culvert with abundant space to spare; and the water was not soiled. This state of things continued when the spot was visited by the section visitor, less than half an hour before the derailment. When the flood came, the turbid condition of the water showed that some accident had occurred on the stream. Every precaution had been taken; and the result was due to a casualty which the managers of this road could not prevent, and which they had no reason to expect. Nor was anything left undone by the men in charge of the train, who had no time to hold it back after they saw their danger.

By the Board,

THOMAS RUSSELL, *Chairman.*

FEB. 23, 1886.

COLLISION ON THE BOSTON & LOWELL RAILROAD AT  
NORTH WOBURN JUNCTION, FEB. 12, 1886.

A passenger train with seven cars, leaving Boston for Lawrence, at 6.15 P. M., collided with the Montreal express with a baggage and two passenger cars, killing one passenger and injuring several passengers and train hands. The junction is guarded by a system of interlocking signals and switches.

1. The immediate cause of the collision was the neglect of the engineer of the Lawrence train to regard the distance signal, which was green, signifying "caution," and calling on the engineer to bring his train under control, so that it could be stopped before reaching the home signal. This was wholly disregarded, and the train was run as if "safety" had been indicated, until the home signal indicating "danger" was reached, when it was too late to stop the train. The engineer states that the distance signal was white, indicating "safety." But his statement is shown to be incorrect. (1.) It is directly contradicted by other witnesses, who testify that the green signal was given. (2.) It is contradicted by the statement of the engineer himself, who distinctly admitted, just after the accident, that the distance signal was green, and that his mistake was in not bringing his train under control. (3.) If the engineer's present statement was correct, the Montreal train could not have reached the point of collision. The signals and switches are so adjusted, that when "safety" is indicated at the southern distance signal, "caution" is indicated at the northern distance signal, and "danger" at the northern home signal, and the switch sends any inward train on the main line on to the down track of the Woburn branch, which here acts as a "throw-off point." Therefore, if the southern distance signal had been white, and if the Montreal engineer had persisted in running against his signal, he would have gone safely over the down track of the branch. The engineer, therefore, testified to something that is physically impossible. Neither by negligence nor by malice could the state of things be produced which he describes, and the route of the Montreal train is more conclusive testimony against him than that of the witnesses whose word conflicts with his.

2. Even with the negligence of the engineman in not observing or not heeding the warning signal, the collision would have been impossible, if the interlocking system at this junction had been furnished with a "throw-off point" or ground switch for trains on the Woburn branch. The railroad company has sought to avoid accidents by establishing at this junction a costly system of interlocking switches and signals. This is not compelled by law, nor is a "know-nothing

stop" required at this point in the absence of such a system; for this is not a crossing of one road by another, but a cross-over of one track with other tracks of the same road. The system as found here is perfect to this extent, that the signals cannot indicate safety to two opposing trains. Safety from collision is absolutely secured, if trainmen regard the signals. But, as this case shows, if the signals are not obeyed, a collision is possible, unless the system is supplemented by what are called "derailing points," "throw-off points" or "ground switches." When this device is used, the careless engineer, instead of colliding with the other train, finds his own train carried on to a side track, where no harm can happen. Sometimes this side track ends in a sand-bed. But however it is constructed, no collision between two trains can occur with such a system. Without this device, the system is imperfect and promises immunity from collision without securing it. There are in the State railroad junctions which were established before this device was known, and where the lay of the land makes such a system difficult or dangerous. But no difficulty exists at the point in question; and if it did exist, a change of the precise point of junction might well have been made to gain the means of obtaining security from collision. The Board recommends that at this, and at like junctions, prompt action be taken to avoid the possibility of collision by using ground switches; and we commend this safety device for adoption upon all railroads in similar cases.

3. The fireman, who distinctly saw the green light, seems to have been remiss in not calling the engineer's attention to the fact that the distance signal indicated "caution." It is doubtful whether the engineer, who had been employed in switching, and who was running over this route on his third trip, fairly comprehended the meaning of a green signal. This is the more probable, because green is regarded as the opposite of red, and is used on switch targets on this and on other roads to indicate safety. The position which the engineer now assumes in his defence prevents us from learning positively whether this was or was not the case. But no one can doubt the importance of thoroughly instructing the men in charge of a train as to the meaning of signals, and of catechising them so as to be sure that they understand them.

4. No blame attaches to those in charge of the Montreal express train. They obeyed the signal and did all that was possible to avoid the disaster.

By the Board,

THOMAS RUSSELL, *Chairman.*

MARCH 8, 1886.



## DERAILMENT OF PASSENGER TRAIN ON THE STATE RAILROAD, APRIL 7, 1886.

The investigation has been protracted in order to obtain the testimony of witnesses, and the evidence afforded by excavation. In conducting it we have been aided by investigations made upon the spot and by the report of a very eminent civil engineer, who visited the scene of the disaster at our request, and who had the advantage of a former connection with the Troy & Greenfield Railroad.

Passenger train 35, leaving North Adams for Boston at 4.45 P. M., was made up as follows: Engine, tender, express and baggage car, postal and baggage car, Fitchburg smoking car, one Troy and Boston passenger coach, one Fitchburg passenger coach and one Wagner parlor car. When going up the grade, at a point midway between Bardwell's Ferry and West Deerfield, a little before 6 P. M., at moderate speed, on the outward or southern track, the outer rail and a portion of the track gave way, wrecking the locomotive and throwing the cars down the embankment, which is here over 100 feet high. Most of the trucks remained on the track. The cars, with the exception of the Troy and Boston coach, were destroyed by the shock or by fire, three of them being burned either by the breaking of their lamps or by the demolition of the stoves. Out of 48 persons on the train 47 were injured, of whom 11 were killed at once or have since died.

The road is owned and maintained by the State; and this portion of it is operated by the Fitchburg Railroad Company. A freight train, with 29 cars and an engine weighing 51 tons, ran over this part of the track a little before 4 o'clock. The State track-walker passed over the spot at 4.45 P. M., and removed some slight obstructions from the ditch. He saw nothing that conveyed any idea of danger. Other officials had inspected the road without observing any indications of trouble. Nor was there anything to warn the engineer of train 35 until he felt the track giving way beneath his locomotive. He at once reversed the engine to check the speed of his train.

The portion of the roadbed where the accident occurred is part of the original construction, a single track rebuilt about nineteen years since, and it stands partly on solid rock, made by blasting a ledge, and partly on the embankment made outside of this ledge by dumping earth and fragments of rock. The cliff above the track is about 60 feet high. The width of the roadbed is 31 feet, 9½ feet being outside of the outer rail. The horizontal distance of the top of the bank from the river is 120 feet, the vertical height being 101 feet,

and the distance measured on the slope 175 feet. About two years ago a second track was laid inside the original track, on a new road-bed 12 feet wide, made by blasting and cutting into the rock.

In general this Board, when investigating an accident, does not consider the question of legal liability. But when accidents occur on the State road it is our duty, under the contract between the State and the operating company, to apply the rules of law to the facts, and thus to decide the question between the parties to that contract as to which shall bear the loss. This question, however, does not arise until the accounts of the company are presented after the termination of the railroad year. It will then be decided upon the evidence now in possession of the Board, and such further testimony as may be hereafter obtained.

The pressing question now is to learn the cause of the disaster, so that a repetition of like accidents may be prevented or rendered less disastrous. The attention of the Board has been directed to several points.

1. It has been suggested that more frequent patrolling would do much to insure safety. But it appears that the practice on the State road conforms in this respect to the usage on the best railroads. At all events this accident would not have been averted by any frequency of patrolling that has ever been practised or suggested. A track-walker had visited the spot and given it special attention about an hour before the casualty occurred; and there is no reason to believe that his presence five minutes before the arrival of train 35 would have resulted in any good. It appears also, that, owing to the prevalence of wet weather, the whole body of section men and an extra force had been engaged for some time in watching all exposed points on the road, their special object being to look out for the sliding of earth or stones on to the track, and not for the sliding of the track itself.

2. The train was running at a moderate speed, and was not on a curve, but on a straight line, the tangent which includes the place where the accident occurred being 300 feet in length.

3. Attention has also been directed to the fact that some of the cars were destroyed by fire. It is true that no passenger was burned to death, and only two persons suffered at all from fire. But the burning of three cars emphasizes the danger from this source, which has already been too well known from other railroad disasters. The law in regard to illuminating oil was complied with, and is always obeyed on this road, and, as we believe, on all the roads in the State. The statute forbids the use of naphtha or any compound of naphtha, or of any oil that will ignite at less than 300° Fahrenheit. The heating apparatus in each car was provided with the approved safeguards against

fire. But this accident shows, what common sense also shows, that if fire is used at all in cars such a disaster as this must be attended with peril from its use. In a slight collision or derailment the ordinary safety devices are of great value; but when a car is hurled from the top of a rocky precipice, making five revolutions in its descent, as was the case here, these safeguards will fail. Railroad managers generally are not sufficiently acquainted with the use of steam for heating cars to warrant a recommendation of its adoption in this State. The present law assumes that fire will be used. On some roads in other States steam from the locomotive boiler has been used with success for heating cars. Our railroad men fear new dangers as well as inconvenience from the adoption of this device. The subject deserves careful attention; and it may be that improved devices will remove some of the objections that now exist to this method of warming cars.

4. The cause of the disaster was a slide of part of the embankment. And the cause of this slide was the concurrence of three faults in construction.

(1.) In 1866-68, when this portion of the road was reconstructed over the very imperfect roadbed of Messrs. Haupt & Co., a piece of crib-work was placed in the embankment, occupying a considerable space midway between the track and the river. This was made of round, rough timbers fastened together by wooden pins, "battered" against the slope of a steep ledge, and filled with broken rock. It probably occupied a ravine in the mountain-side, and was intended to retain the filling. This crib-work was afterward covered with earth and rock, so that its presence was unknown to the present managers of the road. The contractor had forgotten it, and denied that there was any such work on the road; but after the accident the projecting ends of timber revealed its existence, and excavation has shown its extent and character. The pins have rotted away and the timber has greatly decayed. Its appearance is that of wood that has long been enclosed in moist earth, and much of the time in earth saturated with water. The period when this structure was placed in the embankment was fixed by a witness who heard his father bargain with the contractor for the hemlock trees of which it was in part made, and who had often seen it and climbed over it. The exact period when it was first covered with earth and rock cannot be ascertained. But it was before the road came into the hands of the present manager; and he never had any reason to suspect that this mode of construction had been used.

(2.) When the railroad track was "renovated" in 1874-75, the plan called for an open culvert by which the water accumulating in the ditch on the northerly side of the track at this place would

be drained into the river. Twelve hundred feet of ditch now lie directly west of the place of the accident, and 90 feet lie directly against it. The proposed culvert would have secured thorough cross drainage at this very point. It was thought desirable by the engineers in charge of the work, but was abandoned as unnecessary, or, as it is supposed, because of "insufficient appropriations and the impatience of the people with the great and seemingly never-ending expenditures." In the absence of such a culvert the melting snow or rain and the water dripping from the cliff above the track constantly collected in the ditch, and instead of flowing through it, percolated through the embankment, probably finding its way between the sloping ledge and the rotting crib-work which rested on it until the time came for the slide. A heavy rain had fallen the day before—not enough to cause a washout or to flow over the face of the track, but enough to lubricate the slope on which the crib-work had once been placed. The flow of water was probably somewhat increased by cutting into the rock when the second track was laid. It is evident to the sight that water does now flow through the embankment at this place. It should be said in justice to the present State manager that the ditches on the road are remarkably good. As one proof of this, it happened at the last official inspection by this Board that three experts who accompanied the Commissioners expressed their admiration of the drainage, and one of them, referring to the ditches, volunteered the remark: "We seem to have got home to the Pennsylvania Railroad." Those who know that road, and who know the estimation in which it is held by its "people," will appreciate this compliment. But drainage which is sufficient to protect a well-built embankment will not serve for one that holds such a source of danger as was hidden at this spot.

(3.) When the second track was added to the road in 1884, much of the broken rock was dumped on the southern slope of the embankment, with the idea of widening and strengthening it, and to dispose of the material. Such of the rock as reached the foot would aid in sustaining the bank; but that which remained high and over the weak spot would by its weight become a source of danger, and cooperate with the water in producing the final disaster. The three causes together were needed to produce the sad result, and together they abundantly account for it. Once more, it should be remembered that what would have been proper on a well-made embankment only became dangerous upon one that contained a concealed defect. It is hardly necessary to say that the State manager is not only giving careful attention to this spot, but that, as soon as possible, every weak or suspected place upon the road will be examined and made secure.

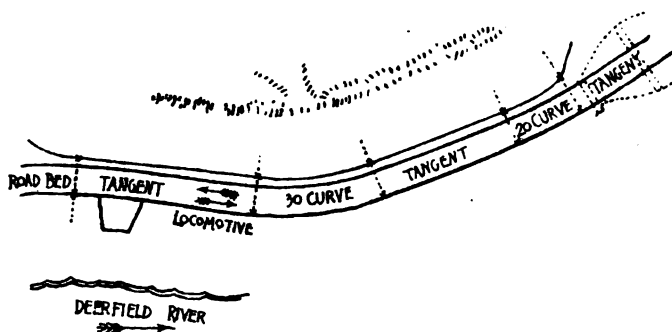
5. There is no evidence or suggestion of any fault of negligence or otherwise on the part of the Fitchburg Railroad Company, or of any one in its service. Those engaged in operating this train were men of experience, fidelity and skill. No blame could be attributed to any one of them. After the accident everything possible was done by the representatives of the railroad and the State to render service to the injured. H. P. Littlejohn, the engineer of the wrecked train, although wounded, bruised and fatally scalded, crawled up the steep bank, and walked half a mile toward Bardwell's, that he might flag any approaching train, and avert a new disaster. He died the following day. Such heroism as his deserves generous recognition. Charles Richardson, the fireman, showed similar devotion. After aiding his associates, he, with the blood streaming from his head and face, walked on the track to West Deerfield in order to warn approaching trains and to summon help. Conductor Foster, in spite of his wounds and burns, saved at least one life — that of a woman who was in danger of drowning in the river.

6. The death of Mr. Littlejohn resulted from his inhaling scalding steam, and calls attention to the necessity for precautions against this source of danger. Safety-valves have been devised, which prevent the escape of steam or hot water in cases of accident, and thus to some extent insure locomotive engineers and firemen, as well as passengers, against this peril. Casualties of this kind are of frequent occurrence. Mr. Forney, in a paper on attachments to boilers, read before the Master Mechanics' Association in 1881, refers to six accidents which happened within a year and a half, and in which 79 persons were killed and 88 injured by scalding. The Board earnestly recommends that all railroad managers consider the adoption of some device that will shield a deserving class of men from a terrible form of danger, and which in many accidents will protect passengers also against exposure to a most painful form of death.

By the Board,

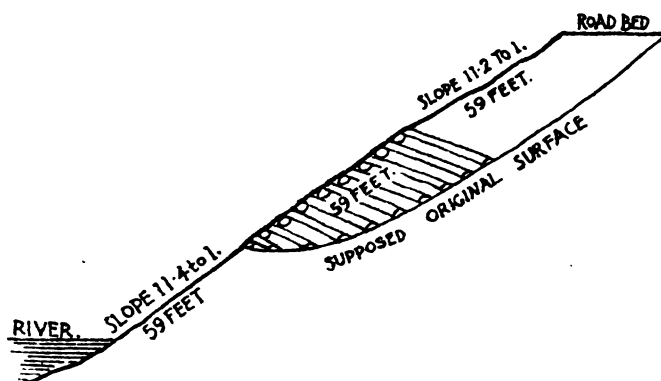
THOMAS RUSSELL, *Chairman.*

MAY 22, 1886.



SCENE OF THE ACCIDENT.

The above plan shows the roadbed and its curves, with the ditch on the north side, above which rises the solid rock 30 or 40 feet, forming almost a perpendicular wall. The accident occurred just to the left of where the word "locomotive" appears, and where the engine of the fated train was left on the bank.



THE CRIB-WORK SHOWN BY EXCAVATION.

## COLLISION ON THE WORCESTER, NASHUA &amp; ROCHESTER RAILROAD AT PEPPERELL, JUNE 19, 1886.

The rear collision of June 19, between a passenger train and a freight train at Pepperell on the Worcester, Nashua & Rochester Railroad, was owing to the neglect of rules and orders on the part of the engineer of the freight train. It was a case where, in his haste to reach a place of rest, the engineer "took the chances" of a collision with a regular train, rather than to remain on a siding in a safe place. In doing this he also grossly violated the rule restricting the speed of freight trains. Running as he did, the approaching passenger train should have been flagged. The conductor shared the fault of the engineer, as he did not remonstrate against the risk which was run.

These men had been at work from 10 A. M. on Friday till Saturday evening, when the collision occurred, without any opportunity for sleep on Friday night. Such continued work is injurious to the men, and therefore dangerous. Anxiety to reach a place where he could rest was given by the engineer as his excuse for what he did. The recklessness produced by bodily and mental fatigue has caused many accidents more serious than this. Even when men are desirous to do overwork for the sake of extra pay, they should be restrained from excessive labor, both for their own sake and from a regard to the safety of others.

There was no fault on the part of any one connected with the passenger train. Obedience to the rules and orders of the managers would have prevented the collision. Fortunately the injury occasioned was slight. But the managers of this and of all railroads should learn from this occurrence that it is wrong and hazardous to overwork the men whom they employ.

By the Board,

THOMAS RUSSELL, *Chairman.*

JUNE 24, 1886.

## FATAL ACCIDENT AT A GRADE CROSSING OF THE BOSTON &amp; MAINE RAILROAD IN WAKEFIELD, JULY 2, 1886.

On the night of July 2, John Measures and three other persons were instantly killed while driving over the crossing of Albion Street, by the Boston & Maine Railroad in Wakefield. Another traveller approaching the spot heard the train some time before its arrival,

checked the speed of his horse and gave repeated warning to Mr. Measures — who drove by him — calling his attention to the train and advising him to stop. The train was the Portland express due in Boston at 9.23 and at Wakefield at 9 P. M.

The crossing is guarded by a gate, but the gateman left his post at 8 P. M. on this occasion, as he always did. Besides the Portland express there are nine regular trains passing this point between 8 and 12 P. M., one of which (due at 10.04) does not stop at the station near the crossing. The bell was rung properly. It had been the practice to whistle when approaching Albion Street until after the passage of chapter 334 of the Acts of 1885, when upon the petition of the selectmen and other citizens of Wakefield whistling at this crossing was forbidden by the Board.

The views of the Commissioners in regard to that act are set forth in the annual report for 1885, pages 26–28, as follows: —

“Chapter 334 empowers the commission, after notice and hearing, to forbid or regulate the use of the locomotive whistle at any specified highway crossing. It was enacted on the petition of parties who urged that the injuries and loss of life resulting from the use of the whistle exceeded the benefit of such use. They spoke of accidents arising from the frightening of horses, and still more of the disturbance and loss of sleep which were caused by it, and which, in case of illness, were often attended with fatal results. The railroad companies did not oppose the passage of the bill, only asking that it should be so drawn as to protect them in their obedience to its provisions. Heretofore they have been peculiarly situated in regard to this matter. The law required the ringing of a bell or the sounding of a whistle; and in most cases the bell would be the appropriate warning. But if a crossing accident occurred, the question was always left to the jury, whether at this particular crossing, and in this special case, the whistle ought not to have been sounded; and juries were sure to find that it ought to have been used, and to return a verdict for the plaintiff. The companies, therefore, could not consult the comfort and health of the community without exposing themselves to heavy penalties. Under the new law, an order of this Board will shield the company acting in obedience to it. Four petitions have been acted on, and whistling has been forbidden at the several crossings covered by these petitions. The Board believes that this legislation is wise. They agree with their predecessors in holding that the value of the whistle as a danger signal is impaired by its constant use as a mere crossing signal; that such use inflicts a heavy penalty upon the innocent to protect the reckless and undeserving, and that at many crossings the whistle is simply a useless annoyance. It is not improbable that fatal accidents will occur at some of the crossings where whistling is now dispensed with. Indeed, it is certain that at some time they will occur, for such fatalities have happened from time to time when whistling was permitted; and its cessation will not relieve careless people from danger. But such accidents will not disprove the wisdom of the law. If the natural



horror arising from the occurrence of a fatal casualty should ever lead to a condemnation of the statute and a demand for its repeal, it should be remembered that the benefits of the law are constant, although they are not visible; that no law can always shield men from the results of their own recklessness, and that a highway-crossing accident is almost impossible under any state of law, if travellers will use ordinary care."

It is an illustration of these views that at this very crossing two accidents — one of them fatal — occurred while the practice of whistling was in full force; and that on two occasions travellers have driven through the closed gates. No one precaution will always shield travellers from the consequences of their own negligence, and no one can have imagined that the discontinuance of a precaution would operate as a safeguard where both parties were negligent. In this case the testimony shows negligence on the part of the driver, who was warned not to venture on the crossing. It also appears that it was the practice of the railroad managers to withdraw the gateman at 8 P. M., although several regular trains, one of them a full express, run over the road between 8 and 12 P. M. This is an unsafe practice, tending to endanger travellers, especially those who know the existence of a gate at the crossing. To such persons, the fact that the gate is not closed is an assurance that no train is due. The upright bar of the gate is a safety signal, and if it is a false signal, it is a source of danger.

A "night man," in addition to the station agent, was employed at the station, who might have tended the gate, and who does now tend it, but at this time it was not regarded as a part of his duty. The Board has heretofore expressed its views as to the danger resulting from the withdrawal of gatemen or flagmen during the time when trains are running over railroads. The Boston & Albany Railroad Company, which never sounds a whistle as a crossing signal at any point within the city limits, guards its important crossings for the whole twenty-four hours, and withdraws its flagmen and gatemen from none until midnight. The Boston & Providence also guards its suburban crossings at each end of the road during the whole period of twenty-four hours. This safe and prudent practice is strongly recommended to all railroad managers.

By the Board,

THOMAS RUSSELL, *Chairman.*

JULY 15, 1886.

## DEATH OF MISS EMILY B. COX.

The death of Miss Emily B. Cox, near Oak Grove station, on the Boston & Maine Railroad, occurred in this way: Train 103 left Boston for Reading at 6.05 p.m. At a distance of about 600 feet from Oak Grove station, express train 106, bound for Boston, was seen to be approaching. Train 103 was therefore slowed, so as to prevent a meeting of the two trains at the station. After the express had passed, steam was put on (the grade being ascending), and speed was increased. Unfortunately, Miss Cox left the train without waiting for it to stop, or for the station to be announced, and was thrown under the wheels of the car in which she had been riding and was killed.

The result was solely due to her error in leaving the train before it had stopped, and before the station was announced. No fault appears in the rules of the company, nor any negligence in its operation. The Board has heretofore recommended the placing of gates on the cars, but such gating as we suggested would not have prevented this casualty. We referred to the use of gates as practised on the Boston & Albany road — gates which are closed on the side next to the opposite track, and which thus prevent passengers from leaving on the wrong side. The unfortunate victim, on this occasion, left on the right side but at the wrong time. We have had occasion to renew our recommendation as to the use of gates, but we are not prepared to advise that upon such trains as the one in question gates should be locked on both sides of the platform, to be opened at every station, with all the delay and annoyance that would arise from such a practice.

By the Board,

THOMAS RUSSELL, *Chairman.*

Nov. 22, 1886.

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COLLISION ON THE BOSTON & ALBANY RAILROAD  
AT PITTSFIELD, NOV. 20, 1886.

This collision was investigated, not because of its results, but because of what the result might have been, and because any such accident to an express passenger-train should be inquired into, although, by good fortune, no serious damage is done. Train 14, from Springfield to Albany, is due at Pittsfield at 1.18 p.m. When it arrived on Saturday with five passenger-cars, the engineer (at the

distance of ten or twelve car lengths from a switch leading to a side-track) saw that the switch was wrong. The train was running at the rate of twenty-five or thirty miles an hour, which was promptly reduced by reversing the engine and applying brakes. A locomotive, with a caboose car attached, stood on this track, and both engines were considerably damaged by the collision; no one was seriously hurt.

The switch-tender, shortly before train 14 came in sight, had let a train on to the side-track; and after closing the switch he walked, as is his practice, toward the approaching train and gave a signal meaning "all right." A distance-signal, 1,000 feet from the switch, had given the same notice, showing that the switch was closed; and this was observed by the section foreman. But after train 14 had passed this signal, and while the switch-tender was signalling for it to come on, Timothy Buckley, a boy of twelve, threw the switch open, and thus let the express train on to the side-track. The boy was there, as he had occasionally been before, to bring his dinner to a brother who is a brakeman on the road. He had never thrown a switch before, nor had he anything to do with the operation of the railroad. His story is that the switch-tender, Mr. Morrow, directed him to throw the switch, and explained how it was to be done; that Mr. Morrow then walked toward the train and made a motion with his hands, calling out something which he understood to be a direction that now was the time for throwing the switch.

This is flatly denied by Mr. Morrow, and is in itself incredible. It assumes that Mr. Morrow, without any motive, deliberately planned the wrecking of an express train filled with passengers, and proceeded to execute his plan in broad daylight and in the presence of witnesses. The boy evidently did not see the folly of the story which he told; but having, while Mr. Morrow's back was turned on him, done a reckless and mischievous act, he now composes an impossible story as a defence. He was probably wholly ignorant as to what he was doing, and may, in his ignorance, have supposed that it was the right thing to be done.

The accident would have been impossible if Mr. Morrow had done his duty by locking the switch. The rules require, as the rules of all railroads do, that in such a case the switch should be locked. "Whoever throws a switch off the main track must know that it is put back in proper position and locked." — [Rule 12.] These rules are given to every man employed by the company. Mr. Morrow had received a copy from the proper source, but had neglected to read it; and it had not occurred to him that it was unsafe to leave the switch unfastened. Another rule requires the careful reading of all the regulations, but Mr. Morrow had not read this rule.

The engineer acted with promptness and energy, saving his train from a great disaster.

The Board has nothing to add to this statement, except to suggest that this occurrence shows that it is necessary to give oral advice to employees that they read the rules placed in their hands.

By the Board,

THOMAS RUSSELL, *Chairman.*

Nov. 27, 1886.

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### DERAILMENT ON THE BOSTON & LOWELL RAILROAD AT WINCHESTER, NOV. 26, 1886.

The derailment of an outward-bound passenger train at Winchester on the Boston & Lowell Railroad on November 26 was caused by striking the casting of a misplaced Tyler switch. It resulted in damage to rolling stock amounting to \$1,500. The engineer and fireman of the derailed train were slightly injured, but were able to testify before the Board. The switch, shortly before the arrival of the train, had been thrown for a train going from a siding upon the main track, and the switchman had forgotten to throw it back to the main track. The engineer acted with promptness as soon as he came in sight of the switch, and no blame attaches to him or to any of the train hands.

The only matter deserving of remark is the inadequacy of this switch and of many of the old switches on our railroads when tried by the increased weight of the new style of locomotives. The object of safety switches is to prevent just such accidents as this. And when this switch was first laid under authority and command of law, it was a proper one for the business then done on the road. But an increase amounting, according to the testimony, to ten tons for each engine, with an increase of speed also, demands an increase of strength in the safety device which seeks to guard against derailments by such accidents as this.

The Boston & Lowell Corporation has recognized the fact, and is supplying its whole main track with split switches. It was expected that the work would have been completed before this time, and notwithstanding various causes of delay, it will probably be done before the ground is frozen. Other companies are doing the same. The attention of all railroad managers is called to the necessity of providing safeguards against the danger arising from the constant increase in the size and weight of locomotives.

By the Board,

THOMAS RUSSELL, *Chairman.*

Nov. 30, 18

[D.]

## PETITIONS FOR GRADE CROSSINGS.

SELECTMEN OF FALMOUTH, PETITIONERS FOR A  
GRADE CROSSING OF THE OLD COLONY RAILROAD.

The selectmen of Falmouth ask for the third time our assent to a level crossing over the Old Colony Railroad track by a town way. And they propose, if it is given, to take action for separating the grades at two other crossings, so that the net result will be to lessen the number of these dangers. The railroad company makes a generous offer, viz., to build the bridges and abutments in order to aid in gaining this result. If it is accomplished there will be two safe ways by which travel can cross from one side of Falmouth to the other. And as much of it is pleasure travel, some of which is conducted by ladies, there is more reason than usual to expect that a safe choice will be made.

The often repeated views of the Board against grade crossings compel them to permit one, when by so doing they can secure the abolition of two more dangerous, and in the same town. With this expression of opinion, final order will be suspended to await action by the town.

By the Board,

THOMAS RUSSELL, *Chairman.*

FEB. 8, 1886.

On the 21st of July, it being shown that the County Commissioners of Barnstable County had adjudged that a separation of grades should be made at the two crossings referred to in the foregoing report, the Board gave its assent for the new grade crossing asked for.

SELECTMEN OF ATTLEBOROUGH, PETITIONERS FOR A  
GRADE CROSSING OF THE ATTLEBOROUGH BRANCH  
RAILROAD.

The selectmen of Attleborough have obtained from the County Commissioners a judgment that public necessity requires that Peck Street be constructed at a level with the tracks of the Attleborough Branch Railroad, and they ask the assent of this Board. Peck Street extends to each side of the railroad location. The proposed crossing is specially dangerous, because of a curve in the railroad. The objections of the Board to such crossings are well known, and were fully set forth when it was proposed to extend this same street over the main line of the Boston & Providence Railroad.

But here a grade crossing actually exists, and will exist in full force whether it is legalized or not. No other mode of crossing is practicable. The inhabitants of at least eight houses daily pass over this proposed crossing, and many of them do so under an admitted claim of right. It is acknowledged by the railroad company that at least fifteen heads of families have a right of way to and from their houses for themselves and their families, and for those who supply their wants. Moreover, the number who have the right is so great that no attempt is ever made to prevent any person from crossing, and, in fact, the way is very freely used, both by foot passengers and teams, — as freely as any part of any street. These rights of way were created by deed, and there was testimony, which, under a recent decision of the Supreme Court, would create such rights by prescription, if there were no deeds.

The evils attending a grade crossing, therefore, exist, and the railroad company admits that it cannot prevent them. They will be somewhat diminished by the new location, which will substitute a straight street for the crooked way now in use. The sole objection to the granting of level crossings is not the possible expense to railroad companies, but the danger to travellers on the highway and the railroad. As these dangers will not be increased, and as the high degree of convenience, which the law calls "necessity," demands a level crossing, the Board gives its assent thereto.

THOMAS RUSSELL, *Chairman.*

JUNE 25, 1886.

SELECTMEN OF WINCHENDON *v.* CHESHIRE RAILROAD COMPANY, FITCHBURG RAILROAD COMPANY AND BOSTON & ALBANY RAILROAD COMPANY.

The complaint of the selectmen is that the crossing of Central Street in that town is improperly occupied by the freight trains of the above-named companies; and they ask an order which will relieve the crossing from this annoyance.

The case was heard at Winchendon, and a decision has been delayed until a plan of the premises could be prepared by an expert.

There is no doubt that the street is obstructed to a great and troublesome extent. But it is plain, although the obstruction can be somewhat reduced, it cannot be avoided while the location of these railroads remains as it now is. A simple order to the railroad companies to discontinue the use of this crossing "for making up or disconnecting freight trains," cars or engines, or "for the purpose of distributing freight or freight cars," would only make it impossible to conduct the freight business of the roads. There are two ways of removing the present trouble.

1. Separation of grades would, of course, prevent all obstruction of the street. But we have no proof that this is desired by the people; the expense would be enormous, and great injury would result to the property of abutters on the highway. The public, also, would be put to inconvenience. At all events, we do not feel called upon to recommend an application to the County Commissioners for this purpose.

2. The establishment of a union passenger station near the spot now occupied by the farther freight house of the Cheshire road, and of a union freight depot on or near the present location of the Fitchburg freight house, would relieve the existing difficulty and furnish improved facilities to the public.

We have no means of judging how this project would be received by the people of Winchendon. It can only be effected by legislation, which would apply not only to the three railroad companies named, but to the Monadnock road also. We can only recommend to the people of Winchendon to consider this question, and to ask for legislation, if, on the whole, they desire it.

In the mean time we advise the managers of all the railroads to exercise constant vigilance in reducing to the lowest amount the obstruction and annoyance caused by their use of this crossing. And we have reason to believe that they have not waited for this advice, but that they have given orders to this effect to all the men in their employ.

By the Board,

Nov 1, 1886

THOMAS RUSSELL, *Chairman.*

[E.]

## PASSENGER AND FREIGHT FACILITIES AND RATES.

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### BEL AIR MANUFACTURING COMPANY AND OTHERS *v.* BOSTON & ALBANY RAILROAD COMPANY.

The petitioners ask the Board to recommend a reduction of coal rates from North Adams to Pittsfield from one dollar per gross ton to sixty-five cents. The respondents offer to fix the rate at ninety cents per gross ton for a car load. The question, at the request of the petitioners, and with the assent of the respondents, has been argued in writing. The coal to which the question relates comes from Clearfield County in Pennsylvania, and is carried to North Adams at very low rates, in consequence of keen competition. The purchasers at Pittsfield naturally desire to take advantage of this competition; and in order to do so they are entitled to reasonable rates from North Adams. But they would not claim specially low rates, or rates corresponding to the low ones at which the coal is carried to North Adams.

It is not claimed that the rate of ninety cents, or even the rate of a dollar, is excessive as compared with the general coal rates on the Boston & Albany Railroad. Nor can a claim for reduction be founded on the tariffs of other Massachusetts and New England railroads. This will appear from the table given below. And it will be noticed that the transportation in these cases is generally on the main line from a terminal point, in the direction of a great volume of traffic. As we have had occasion to say before, "Transportation from an important terminal point can be done at a lower rate and at a greater profit than business from one way station to another; and transportation on the main line from a chief terminus is generally done at a lower rate than on a branch road. The simple reason is that there is more business to be done, and therefore the road can afford to do it at more favorable rates." The Board has also referred



to the fact that the railroad company in many cases acts as stevedore, and so making an independent profit can afford to reduce its charge as a carrier. Making due allowance for these considerations the table fails to show that the rates in question are excessive.

RAILROADS.	From	To	Miles.	Rate.
Boston & Lowell,	Boston, . . . (Mystic Wharf).	E. Billerica, .	19	\$ 75
	"	Billerica, .	21	75
	"	N. Billerica, .	22	75
Boston & Maine,	Boston, . . .	Ballardvale, .	21	85
	"	Andover, .	23	85
	"	Lawrence, .	26	85
	"	Lowell, .	28	85
Boston & Providence,	India Point, . (Providence).	E. Foxboro', .	20½	*1 10
	Boston, . . .	E. Foxboro', .	21½	*1 10
Fitchburg, . . . .	Boston, . . .	Concord, .	20	75
	Worcester, .	Hubbardston, .	20	1 00
New York & New England,	Boston, . . .	Walpole, .	19	*1 00
	"	Norfolk, .	23	*1 20
	Providence, .	Coventry, .	18	*1 00
Old Colony, . . . .	Somerset, . .	Mansfield, .	20	75
	"	Easton, .	20	1 00
	Boston, . . .	Brockton, .	20	80
	"	Stoughton, .	19	90
	"	Cohasset, .	22	1 00
	Walpole, . . .	Southboro', .	19	1 00
	S. Framingham,	Carlisle, .	20	1 00

\* Net ton.

Rates given by rival companies acting under ruinous competition are of no value as standards of comparison. The consumer has a right to the benefit of such competition while it exists, even if one of the companies has become reckless through bankruptcy, or has become bankrupt in its reckless contest. And the respondents have no right to add one cent to the "reasonable rates" secured by law, in order to shut the consumer out from this advantage, however circuitous the route may be by which the low charges from the mine are secured. But the consumer has no right to demand unreasonably low rates from the company that directly supplies him. He cannot demand that proper rates shall be cut down so as to be in proportion with rates which have been fixed on other roads under fierce competition, and which have helped to bankrupt one of those roads.

The petitioners evidently rely mainly upon the rate fixed by the Board under the peculiar provisions of chapter 338 of 1885, for coal transported over the Housatonic Railroad from Pittsfield to Great

Barrington, twenty-three miles. The petitioners, misled probably by an erroneous report, state this as sixty-five cents, but it was really fixed at seventy-five. It is also stated in the order of this Board that "said charges and rates are for cargo lots of not less than forty tons, and twenty per cent. may be added for car-load lots of less than forty tons" (Seventeenth Annual Report, p. 149), so that the rate for single car loads between the points named is ninety cents.

But if this rate were lower than it is it could not be taken as a fair standard of comparison for rates to be fixed by the directors of other companies. The rate from Bridgeport to Great Barrington and other points in the valley was, after a hearing, fixed by the railroad company at one dollar and a half, — a rate satisfactory to the consumers and to the Board. But the people desired the advantage of competition in the sale of different kinds of coal and at different points, and objected to having such rates as would give a monopoly to one place, with a possible overcharge for the coal itself. The rates of freight by other routes were fixed with some regard to the Bridgeport rate fixed from Bridgeport, — a low rate which the Board had not recommended. But the position of the Board in fixing rates for the Housatonic Railroad was wholly exceptional and anomalous. We have often had occasion to say, in deciding petitions like the present, that it is not enough to warrant our interposition, that we think it would be wise and expedient to reduce rates. It must be shown that they are so unreasonable and excessive as to warrant an appeal to the courts, or to the General Court, if our recommendation is disregarded. Up to that limit the directors are the proper parties to fix rates. The Board has more than once expressed the opinion that it would be wise in this manufacturing State, and especially in a county situated as Berkshire is, to carry coal for something like the simple cost of carrying it, trusting to the resulting increase of manufactures, of population and of general traffic for an indirect profit. But in this case, and in like cases, we do not feel at liberty to give a formal recommendation to that effect, to be followed in case of need by an appeal to the General Court. Nor did the Board in its "recommendation" to the Housatonic Railroad Company take any such ground.

But when, under the peculiar circumstances of the case, the Board was substituted by legislative power for the directors, we were at liberty, or rather we were bound to exercise a wider discretion as to rates than if we were dealing with a company in a normal condition. The rates fixed by the Board are such as we think it wise for all railroad companies to adopt. But it does not follow that it would be right to enforce them against all companies. In the present case we should be glad if the former arguments of the Board, or any other arguments, had persuaded the directors to make a further reduction

of the rates in question. But we cannot say that the rate of ninety cents is unreasonable, or so excessive as to call for a formal recommendation by the Board. No question has been raised in this case as to "cargo rates."

By the Board,

THOMAS RUSSELL, *Chairman.*

MARCH 2, 1886.

**E. L. ALEXANDER AND OTHER RESIDENTS OF MALDEN  
v. BOSTON & MAINE RAILROAD.**

Some citizens of Malden make various complaints against the management of the Boston & Maine Railroad. Several witnesses were heard in support of these complaints, and an equal number in defence.

Malden Centre is five miles from Boston. There are eighty-six trains running daily on the two branches of the road, between the two cities. It is admitted that the trains are sufficient in number, that they are run at satisfactory hours and that Malden owes its remarkable growth, in part, to its excellent and almost excessive train-service. Numerous objections are made to the manner of operation.

1. It is said that trains frequently are run by the station. No one can imagine that this is done in accordance with the wish of the managers. Such a practice must be objectionable to them because of the cost, the loss of time and the awkwardness of the thing. It will happen sometimes, as long as trains are run by mere human beings. An occasional error of this kind, if noticed at all, should be reported at once to the general manager. If not reported promptly it can neither be proved nor disproved, nor explained. The only state of things which could make such mistakes the foundation of a formal complaint here is their habitual occurrence, — so frequently as to show that the train-service was generally poor, or, to use a common phrase, "demoralized." This is not alleged in regard to the Boston & Maine Railroad; it is disproved by many witnesses and by our own personal knowledge of its operation; and it is also disproved by the general record, showing a freedom from accident which can only be found on a well-managed road.

2. It is said that express trains are run, at high speed, by trains standing at a station to receive or discharge passengers. This is a dangerous practice. The Board has tried in vain to have it forbidden by law. The Legislature has preferred to leave the matter to the prudence and self-interest of each railroad company. No company claims that it is a safe mode of operating, and the Boston & Maine

has a rule forbidding it. This rule is, no doubt, sometimes violated on this as on every road. When such a violation is observed it will be a service to the managers and to the general public if it is promptly reported. This course was pursued by one of the witnesses, and after doing his duty in this respect he observed that, for some time, there was no repetition of the wrong. It is not good service either to the railroad managers or to the public to wait a long time and then to bring a general charge, without specifications of time and without possible identification of the parties. In such case the Board can only give a general recommendation to the company to enforce its rules which, for its own sake, it is already and always desirous of enforcing.

3. Complaint is made of noisy and disorderly conduct in the cars, annoying to passengers and not properly repressed by train-men. This is primarily the fault not of the company but of its customers, and of a portion of the community served by the road. But it is the duty of the managers to furnish reasonable protection to their passengers; and if they are especially liable to this annoyance on any particular part of the road, or at any special time, extra force should be employed for the purpose. The law upon this subject was formerly defective, and attempts to punish disorderly conduct failed in court. Probably some of the cases testified to date back to this time. The defect has been supplied by stringent legislation, and it is the duty of railroad managers to prosecute offenders. It is the duty also of well-disposed passengers to aid such prosecutions by their testimony and not to allow their sympathy to obstruct the course of justice. The Boston & Maine officials have tried to enforce the law; indeed, one complaint against them is that within three years sixty-four passengers have been ejected or arrested at Malden. In other words, they have done their duty. These passengers could not have been arrested at Boston, for they had done nothing to make themselves liable. The complaint is, in part, that they were not arrested before they had violated any law.

4. It is said that the 7.21 P.M. train for Boston, sometimes used as a theatre train, is frequently late; this is true and it is unavoidable. This is an accommodation train for passengers, stopping at a great number of stations, in order to afford facilities to the people between Georgetown and Malden. This train must be irregular; it cannot be run with the punctuality of an express train. But the people of Malden would not be aggrieved if this train made no stop at their station. They are accommodated by a 6.55 P.M. train, which is convenient for theatre-goers. They cannot demand a train which shall always enable them to reach the theatre without losing a few minutes and which shall never be late.

One special charge of irregularity was explained. A train due to leave Boston at 11.15 p.m. was twenty minutes late in starting. The reason was that an express train had been delayed in arriving, by an unavoidable accident. This train was obliged to coal before going out and the local train was held back until the express had left, instead of being sent in advance of the express. The manager deserves credit and not blame for his care for the lives of his suburban passengers.

5. Complaint is made of the style of cars and that old cars are used on this portion of the road. The public have a right to all the accommodations required by law, and to safe and comfortable conveyance. If cars are not clean, properly warmed and ventilated, that is a proper subject of complaint; but fresh paint and gilding and elegance of upholstery are matters not of right to the public but of detail for the managers. All railroad companies must have old cars. When they lose their original freshness no economical company uses them at once for fuel. So long as they are safe and comfortable, they are kept in service, — sometimes as spare cars for extra service, often for suburban service. It is hardly necessary to give the reasons why they are so used and why a larger number of old cars are placarded "Malden," rather than "Portland" or "Fabyan's." Safety and comfort are all that the public can demand, and we should go beyond our province if we should advise the directors as to the disposition of their newest and most elegant cars; or if we should try to fix the precise time for abandoning cars that have ceased to be beautiful and attractive.

6. Complaint is made of insufficient room for passengers. Part of the complaint is founded on the fact that passengers for Malden are apt to crowd the rear car and passengers from Malden crowd the front car, so that several persons are often standing without need. The statute as well as the common law requires "reasonable accommodations" for passengers. No one will doubt that as a general rule seats are included in this requirement. No one will claim that there may not be occasions when it would be unreasonable to expect seats for all passengers. It would be folly to keep fifty or a hundred cars standing idle for a year because they might be needed on some great holiday. On such occasions passengers expect some discomfort and generally bear it with good humor. So it may happen on any day or hour that an unusual throng of passengers may crowd a train, without fault on the part of any one; but when a train is repeatedly and habitually so crowded that any number of passengers are obliged to stand, it is fair ground for complaint. The operators of roads should provide seats for all passengers that they expect. When, as a rule, passengers are obliged to stand, the managers have failed of their

duty. They should furnish seats for all, although one car may start less than half filled. The comparison with street railways proves nothing, for this reason, among others, that street railways are limited in the number of their cars by the orders of municipal authorities and by the capacity of the streets. The Board recommends to all managers to take such action as will secure, habitually, seats for every passenger taking their cars upon any ordinary occasion. We learn, with pleasure, that thirty new cars have been ordered for the Boston & Maine Railroad.

7. Strong complaint was made as to the dangerous nature of certain level crossings. This is the most important subject which the petitioners have brought before us. The general views of the Board as to the danger of grade crossings are well known. We hesitate on a complaint of this kind to express an opinion as to any one crossing, on which we may have to act formally. This is not the way to deal with the subject. On this petition we could at most give a recommendation. By a petition to the County Commissioners, and in case of need by appeal to this Board, any level crossing may, in a proper case, be actually abolished. The city can ask for separation of grades in any case. Where the cost of separation is moderate, any twenty voters of the county can petition. If the citizens of Malden regard any crossing as specially dangerous, their course is to petition for its abolition. This hearing will have been valuable if it results in such action. We were glad to learn that the city officials and the railroad managers are considering a plan for abolishing some of the worst of these crossings.

Finally, we would recommend to the directors that they seriously consider the question of gating their cars, and also of protecting their tracks at Malden station by a division fence. Each of these measures would do much for the protection of passengers.

By the Board,

THOMAS RUSSELL, *Chairman*.

FEB. 9, 1886.

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HENRY A. WHITNEY AND 105 OTHERS v. THE MILFORD  
& WOONSOCKET RAILROAD COMPANY.

This was a complaint alleging excessive fares between Bellingham and Milford, and between Bellingham and Franklin, on the Milford & Woonsocket Railroad, which operates also the Milford, Franklin & Providence Railroad. The distance from Bellingham to Milford is about four miles; from Bellingham to Franklin, about five miles.

The fares are as follows: Between Bellingham and Milford, single ticket, 20 cents; five trips, 75 cents; 20 trips, \$3; one month, \$5.25; school children, one month, \$3. Between Bellingham and Franklin the several rates are the same.

The Commissioners decide as follows: It appears that during the last year the operating expenses of the company exceeded its earnings by \$11,000. The passenger receipts from Bellingham station amount to \$90 per month, and there is no freight traffic. Every railroad company is bound to furnish reasonable facilities to the public, and to furnish them at reasonable rates. But the question, what rates are reasonable, depends upon the circumstances of each case. It cannot be said that any rate per mile is fair for all railroads. It is true that services must sometimes be rendered for a community which taken by themselves are not remunerative, because the franchise is taken as a whole. But here the whole franchise is unremunerative. And the petitioners have no equitable claim to have the annual loss increased at which this company serves them and others. It is suggested, and it is probably true, that a decrease of fares would increase traffic. But it is by no means probable that it would so increase receipts as to make them equal the cost of operation; and a reduction at this place would compel reduction elsewhere on the road. This seems to the Board to be a case where, owing to the slight amount of traffic, exceptional rates of fare may justly be enforced. In like cases the people have sometimes agreed in advance to pay extraordinary fares, or to guarantee the company against loss. Such an agreement would have been gladly made if it had been necessary to insure the building of the road. Even at the high rates now exacted, the community gain while the stockholders lose by the operation of the railroad; and the Board does not feel called upon to make a recommendation which would add to that loss.

A complaint was made at the hearing, which was not embraced in the petition, viz., that passengers, including ladies, were obliged to ride in a smoking car. Upon inquiry it appeared that a "combination car," formerly used as a "smoker" and for express purposes, was employed on the road because there were not passengers enough to fill a longer car. Smoking is not now allowed in it; nor is there any trace of its former use. Indeed, the Commissioners rode to Bellingham in this car without suspecting it had ever been used by smokers. It is not reasonable to object to this piece of economy, nor to require the use of an unnecessary car, simply to avoid the name of a smoking car, or to add dignity to the car service of the road.

By the Board,

THOMAS RUSSELL, *Chairman.*

JOHN S. BLAKIE AND OTHERS, CITIZENS OF HYDE PARK, v. NEW YORK & NEW ENGLAND RAILROAD COMPANY.

The petitioners complain that two express trains which have hitherto, for more than five years, made stops at Hyde Park, have now discontinued these stops; and they claim that this is a violation of sect. 156 of chap. 112, Public Statutes. The law is as follows: —

“A railroad corporation which has established and maintained throughout the year, for five consecutive years, a passenger station at a point upon its road, shall not abandon such station, nor substantially diminish the accommodations furnished by the stopping of trains thereat, as compared with that furnished at other stations on the same road,” etc.

The fact is admitted, and it is not denied, that these were convenient and favorite trains. One left Hyde Park for Boston at 9.18 A. M.; the other left Boston at 3.30 P. M. In place of the last-named train, the time of a former train has been changed so that it leaves Boston five minutes after the express train, viz., at 3.35, reaching Hyde Park at 4.02 P. M. The trains now running to and from Hyde Park are as follows: —

Outward trains at 6, 7, 8, 9.30, 11 A. M.; 12.15, 1, 1.35, 2.30, 3.35, 4.30, 5.15, 5.35, 5.45, 6, 6.10, 6.35, 7.30, 9.15, 10, 11.15 P. M. Inward trains at 6.13, 6.48, 7.13, 7.45, 7.50, 8.08, 8.23, 8.53, 11.03, 11.48, 1.03, 1.43, 2.18, 3.33, 4.48, 5.18, 6.33, 7.08, 8.19, 9.19, 10.23. Of these the following-named trains are express: 7.45 A. M., 8.23 A. M. and 1.43 P. M. to Boston; 5.35 P. M. and 6 P. M. from Boston.

The reason for discontinuing the stopping of the outward train was the need of more time to insure close connections at Blackstone and at other important junction points. As a rule, such connections were made, but the failures were frequent and annoying to many passengers. This was also a mail train. The reason for dispensing with a stop at Hyde Park, rather than at some other point beyond this station, was the opinion that this station, although the most important one between the termini of the road, could better afford to lose one of its 42 trains than the other stations could afford to lose one of their few trains.

The reason for discontinuing the stop of the 9.18 A. M. train was the need of shortening the time for a through train coming from Wilmantic, a point 86 miles distant, and bringing through passengers from more distant points. These are good railroad reasons. The



object to be gained in both cases was not a saving or a profit to the railroad company, but a reasonable accommodation to the travelling public. The real question is not between the people of Hyde Park and the managers of this railroad, but between different portions of the public. One portion of a community must sometimes submit to inconvenience or loss of facilities in order that the others may have reasonable accommodation. It was once stated to the Board by a witness that every train should be express, and also that all trains should stop at every station on the road. A like demand is often made, not by one person, but by different sets of persons. In practice, it is not easy to regulate the respective rights of people at different stations. It seems to us that here the managers have endeavored to act fairly, and that they have done no injustice. In regard to the afternoon train, especially, there would have been grave cause for complaint if a stop had been persisted in which caused frequent failure to make important connections.

The claim for the petitioners is founded on a rigid, and, as we think, a mistaken construction of the law. It is said that the Hyde Park stops are reduced by two; and that the stops at other stations are not reduced. Therefore, the accommodation is diminished, "as compared with that furnished at other stations;" and, as these were favorite trains, the diminution is substantial. This is supposed to be almost a mathematical demonstration of violated law. We do not so understand the statute. It is not said that the amount of accommodation at one station shall not be reduced without a corresponding reduction at all other stations. The main object of the Act of 1865 (now sect. 156 of chap. 112) was to prevent the abandonment of stations to the unfair injury of persons who had made investments and arrangements in faith of their continuance. To prevent evasion of this prohibition, and to prevent the like evil of a great diminution of service, the clause as to substantial diminution was added. And to avoid too severe a restriction on the authority of managers, this was qualified by the reference to other stations. Without this last clause, a general reduction of passenger business could not be followed by a general reduction of passenger trains. The Board has no reason to believe that the Legislature intended by an iron rule to direct that every train which had been run for five years should be run forever, even if by other trains necessarily placed on the road such running had become needless or dangerous, nor that every stop which had been made for that period should be made forever, without regard to the needs or rights of travellers from other places. The words may be construed as forbidding such substantial diminution of accommodation at the station as will reduce it below that generally furnished

at other stations. Without positively accepting this interpretation of the clause, it is sufficient to say that it does not require that the amount of accommodation furnished at each station shall always bear the same ratio to every other, or that the facilities at one station may not for good reasons be so reduced that they shall be less than those of another station. Any other view of the statute would often result in great injustice. A village which had grown to be a city could not have its just demands for railroad facilities met without infringing on the statute rights of some place that had remained a village. The additional trains absolutely required for the city might compel the displacement of a train in the smaller place. The law cannot be intended to forbid this.

We give more force to the word "substantially" than has been given to it by the petitioners. As we have said before, "The word 'substantially' has not a definite meaning. It is a relative term, and, in considering whether the accommodations at a station are substantially diminished, the business of the whole road and the objects sought in operating it are to be considered. We are also to consider how many persons are incommoded by a change, and how much they are incommoded, and we are not wholly to forget the accommodations furnished by the change to other travellers and to the business community by the carrying of letters."

To operate a railroad by statute is difficult. It would become more difficult if an unbending rule required that a facility once furnished should always be continued, without regard to circumstances, or that, if withdrawn from one station, it should, therefore, be withdrawn from all.

In considering the question whether this case shows a violation of law, we take into view all the facts, and among them the important fact that Hyde Park still has a very great number of trains with a fair number of express trains. Still more is this fact important as bearing upon the question whether this petition could be sustained as a request for a recommendation to give reasonable facilities. And in that view the accommodation furnished by the Boston & Providence Railroad to a portion of this large and thriving town is to be considered. The town is growing rapidly. But the Boston & Providence Railroad runs 43 trains daily, so that this town of 9,000 inhabitants has 85 trains daily, of which nine are express trains. We cannot say that the railroad managers have failed to give reasonable accommodation; and the Board declines to take any action on this petition. So far as this declaration is founded on our view of the law, we are glad that our views can be revised by a direct application to the Supreme Court.

If at any time, by a new arrangement with connecting roads, the managers of this road can be enabled to make the desired stops or either of them, without interfering with the fair rights of passengers, we do not doubt that they will be glad to give the desired accommodation to a place which furnishes them so many customers.

By the Board,

THOMAS RUSSELL, *Chairman.*

AUG. 8, 1886.

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### SELECTMEN OF HANOVER *v.* HANOVER BRANCH RAILROAD COMPANY.

A number of the inhabitants (represented officially by the selectmen of Hanover) ask that the train now leaving Rockland for North Abington at 8.15 A. M., and connecting with the fast train of the Old Colony Railroad for Boston, may leave Hanover at 8 A. M., or thereabouts, so as to furnish accommodations for the stations south of Rockland. This could be done without any additional engine, car or train hand, by using an engine which now stands idle for two hours. It is asked for as a convenience, and if it is a reasonable convenience, it is not necessary to prove that it will increase the profits of the company. But all railroad experience shows that increased accommodation does increase travel; and the history of the fast train, with which this is to connect, illustrates this fact.

The railroad is doing a profitable business, and a fair portion of this business is furnished by Hanover Station. The convenience asked is a great one; the cost of granting it will be slight and will soon be paid by increased travel. Whether so paid or not, it is a case where a proper regard for public needs calls for action by the directors. It was, indeed, suggested that a noon train was greatly needed, and that the granting of this petition might interfere with that. But the Board cannot decline to recommend a desirable train, which is petitioned for, because such action may interfere with a train which is not petitioned for. And the Board adjudges that the petition in this case is well founded, and recommends that the train desired shall promptly be put in operation.

For the Board,

THOMAS RUSSELL, *Chairman.*

SEPT. 6, 1886.

## SELECTMEN OF AMHERST v. NEW LONDON NORTH-ERN RAILROAD COMPANY.

The selectmen, acting under a vote of the town, ask a recommendation for additional facilities at South Amherst. The people desire a better station; the stopping of all passenger trains when passengers desire to be taken or left at this place; the furnishing of freight facilities; the sale of tickets for and at the station, and the placing of South Amherst on the time-table. The road is operated by the Central Vermont Railroad Company.

South Amherst is a pleasant and thriving village of 500 inhabitants, with a church, post-office and country store. It is about three miles from Amherst and about three-quarters of a mile from South Amherst station. When the Amherst & Belchertown Railroad was built (the franchises and duties of which have passed to the New London Northern Railroad Company), the town voted (1) to give the land taken from the Town Farm by the road without compensation, (2) to exempt the company from fencing within the farm limits, (3) to grant the use of half an acre of land for a depot. The company by its acts accepted this offer and built a station, which was used for many years. It was then removed, but was restored upon the suggestion of the Railroad Commissioners that under section 156, chapter 112, Public Statutes, the right to a station had become vested.

The general rule of law insures for the people on a railroad reasonable facilities for passenger and freight traffic, whether the business at a particular point is or is not remunerative. The furnishing of such facilities, even at a loss, is part of the price paid for a franchise. And this applies especially to railroads like this, whose termini are in other States, and whose managers are likely to be interested in through traffic to the neglect of local interests. In this case the claim of the people is strengthened by the grant of the town. Such a grant, when accepted, is an executed contract, and the corporation accepting a grant binds itself to fulfil the promise implied by such acceptance. The railroad managers in this case contend that the receipts at South Amherst are so insignificant as to show that the demand for any increase of facilities is unreasonable. The amount is indeed ludicrously small, but the disuse of this station is explained by the fact that everything is done to discourage its use and to repel traffic. Especially is it to be noted that South Amherst is not acknowledged as a station in any advertisement or time-table. Whether any train will stop there is a question to be settled by inquiry, with probably different and doubtful answers. To illustrate this, the Commissioners were unable to learn, without special corre-

spondence with headquarters, whether the train which they desired to take would or would not stop at this point. And, in fact, they were obliged to arrange for a stop at Amherst, and for reaching South Amherst by private conveyance. It is plain that a traveller would take a ticket to Amherst, of which he was sure, rather than to South Amherst, of which he was not sure. The grievance is not only that all trains do not stop at South Amherst, but that there is no notice given as to the trains which will stop there. And this is not only a substantial grievance, but an answer to the argument that business does not warrant an increase of facilities. For many years no attempt has been made to meet the just demands and supply the reasonable wants of this community. And no argument can be founded on the absence of traffic when traffic has been persistently discouraged.

The petitioners especially desire that the "mail trains," so called, shall stop. These are through trains as well as fast trains, and it is desirable that passengers coming from or going to distant points should have a chance to use them, if their occasional stopping for one or two passengers would not interfere with the convenience of a larger number. If, indeed, it were shown that, by using this as a flag station for all trains, there would be danger of occasionally breaking mail connections for a large number of passengers, then a case would be shown where the interests of the few should yield to the rights of the many, and a stop should be refused, not for the sake of the railroad company, but for the sake of the public. But this was not shown; and the corporation, having all the facts in its possession, did not attempt to prove that the short time required for an occasional stop could not be easily made up.

There are said to be (for the testimony was slight) 17 flag or signal stations on the road. Stops of the "mail trains" are made, as it is believed, at stations less important than South Amherst. And upon the testimony as it was left, there was not sufficient reason for refusing a stop when desired at this station. And it will be borne in mind, that while trains are not stopped, and while the trains which will stop are not specified, passengers dare not depend upon the stopping of any train. By stopping all, the company will relieve the community from this trouble.

As to the other cause of complaint, the Board makes no formal recommendation. It is our belief that the erection of a more commodious station would finally result in increased traffic, and in profit to the company; but this is a commercial question, not a question of right. We cannot say that the business warrants the employment of a station agent to sell tickets, although tickets to and from South Amherst should be sold at proper rates at the Amherst station. Nor does it seem that the freight business at South Amherst would war-

rant us in recommending provision for it. But for the reasons given above, the Board adjudges that the complaint is well founded, so far as it refers to the omission of the station from all time-tables and advertisements, and the not stopping of trains thereat, and it recommends that every train be stopped at this station when a passenger desires to take or leave it, and that the name of the station (as a flag station) be set forth in all time-tables.

By the Board,

THOMAS RUSSELL, *Chairman.*

SEPT. 8, 1886.

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### SELECTMEN OF WESTBOROUGH v. BOSTON & ALBANY RAILROAD COMPANY.

The petitioners ask a recommendation that by the issue of package tickets or otherwise the fares for persons daily travelling between Westborough and Southville may be materially reduced. About 100 such travellers go from Westborough to Southville to work in a shoe factory, owing to the destruction by fire of a factory in Westborough. Somewhat less than 40 workmen go daily from Southville to Westborough.

The distance is four miles. The amount now paid is \$10.50 for three months. The charge for a single fare is nine cents, and it is not objected to. The price of season tickets is fixed by a sliding scale, the rate per mile being much lower for a long ride than for a short one. The 1,000-mile ticket at the uniform rate of two cents per mile is also much used on this road.

The desire of the people for a reduction is natural, especially in those who on account of their youth receive low wages, so that the fare amounts to a large proportion of their receipts. But to obtain a recommendation it must be shown either that the rate is in itself unreasonably high, or that there is something in this case taking it out of the general rule. Neither in itself nor by comparison with rates on other roads does the price for season tickets seem to be unreasonably high. There is good reason for adopting a higher rate per mile for short distances than for long distances, and this is the general practice on other roads. Indeed, it was admitted to be correct, but it was claimed that the difference made was excessive. It was urged that the average rate for three months' season tickets on the Boston & Albany Road is 64-100 of a cent per mile (for 1885, 67-100), while for this section of the road it is 1 68-100 cents. But to pro-

duce this low average it is necessary to reckon on the rate for long distances where season tickets practically are never used, and for others where very few are used. Under a settled rule, season tickets are offered for routes where no one thinks of using them. It is evident that the petitioners were (very naturally) misled by an item in the annual report of the Boston and Albany Railroad Company, "Average rate of fare per mile for season ticket passengers." But this does not refer, as some other items do, to the average rate of fare received from all passengers. The existence of a large number of nominal rates, which from the nature of the case can never be availed of, does not affect the propriety of actual rates fixed for real travel.

The rate not being unreasonable in itself, the next question is whether there is any reason for taking this section of four miles out of the general rule. In other words, if the rate for this section ought to be reduced, why should it not be on any other like section on this railroad, and on all others maintaining like rates? No such reason has been shown. This case differs entirely from that of a large suburban population, doing business in Boston, and living with their families in the country. Besides the railroad reasons for low rates for suburban travel, this system is in strict accordance with the policy of the State, which has not only permitted, but enjoined, what are popularly called "workingmen's trains," although their benefits are confined to no class.

We do not find that any such system exists in regard to centres of population and business smaller than the metropolis. And the principle on which such a system is favored by the State certainly would not apply to residents of Westborough who work in a smaller place, for whom chiefly this petition is brought before us. The Board does not feel justified in making any recommendation.

By the Board,

THOMAS RUSSELL, *Chairman.*

Ocr. 11, 1886.

[F.]

PETITIONS FOR NEW STATIONS AND  
RELOCATION OF STATIONS.

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APPLICATION FOR A NEW STATION AT PIERCE  
STREET ON OLD COLONY RAILROAD.

A. S. Covell and other citizens of Fall River request the Board to recommend to the Old Colony Railroad Company the erection of a new station-house at or near Pierce Street. A view and hearing showed what the Board already knew from observation,—that the Bowenville Station, which was sufficient for the wants of the suburbs of a growing town, has become altogether inadequate for the needs of a central point in a great and busy city. It appeared that two-thirds of the railroad business of Fall River is done at this station, and it is said to be the most important one out of Boston. Its importance is increased by the growth of the city northward, and by the fact that this growth includes a large proportion of persons likely to use the railroad. Not only is the station too small for comfort and convenience, but there are disadvantages in its situation and approaches.

The president and a resident director of the company concurred with the views of the petitioners, and stated that the matter had been fully considered by their Board. They recognize the fact that the station, although twice enlarged, is far too small for the needs of the people, and they desire to build a station-house like the one in process of erection at New Bedford, 150 feet long, 45 feet broad, and to be finished in a tasteful manner. The company owns a lot of land on Pierce Street, and has obtained the offer of an adjoining estate, so that there will be ample room for the building, with safe and convenient approaches, at this place.

The only reason for not constructing this station is the claim that Pierce Street, which runs east and west up to the railroad location, does legally extend across the location, and will, in fact, be so con-



structed and used. This would create a grade crossing of the most dangerous kind, adjoining a busy station, extending "across its mouth," and made more dangerous by the large amount of switching required at this point by the needs of traffic.

The legal position of the extension of Pierce Street is as follows: It was laid out with a level crossing over the railroad in 1873-74, by the mayor and aldermen of Fall River, with the assent of the County Commissioners, who then had authority to order such crossings without the concurrence of this Board. It has never been constructed across the railroad. Certain irregularities are alleged to have vitiated the proceedings, but the period of six years fixed by statute (chap. 186, sect. 11), for setting them aside by *certiorari*, has long since expired. The city holds that the extension exists as a matter of law, and that it cannot be discontinued without municipal action and the payment of damages. In fact, a proceeding by way of information is now pending in the Supreme Court, designed to ascertain and enforce the rights of the public to use this street.

Whether the legal question can be decided in this way, or how it will finally be decided, we cannot tell. Nor have we any jurisdiction as to this alleged grade crossing, if it shall prove to have been established before 1876. But when we are asked to advise the erection of a large station with its entrance upon such a crossing, it is our right and our duty to refuse a recommendation. Indeed, if the Old Colony company were about to place a station there, we should probably feel bound to remonstrate against the creation of such a peril to the lives of the community. After dealing with the crossing of the Boston & Albany Railroad over Kneeland Street in Boston, and after hearing complaints as to like crossings in Worcester and Springfield, we could not see such an error committed with indifference. In this case the evil would be aggravated by the fact that if the station were once placed on the crossing, there would be no remedy. The lay of the land forbids a separation of grades; and the "dangerous nuisance," if created, would never be abated. In order to recommend the erection of a station at this point, we must be satisfied that Pierce Street is not legally laid out across the railroad, and will not, in fact, be so extended. This we can by no means assume.

But the spot in question is the only available place for a new station. Not only is it the best in every way, but there is no assurance that any other fit place can be had. The site of the present station is by universal consent too small; and, without considering other objections, there is no reason to believe that the company can obtain the land requisite for its enlargement. To do this it would be necessary to take real estate now occupied by the street-railway company; and this would seem to be a harsh application of the right of eminent

domain. It cannot be assumed that an application for this land would be granted.

Finally, it is unnecessary to recommend to the directors of the company to erect a commodious station as soon as they can do so with safety to the community; for they seem to desire to do this as much as the public desire to have it done. And while we regret the inconvenience which the people of this thriving city are now suffering, we cannot advise the placing of such a station at a point where a level crossing is threatened, endangering the public who are invited to use the station, and enduring for all time.

By the Board,

THOMAS RUSSELL, *Chairman.*

JAN. 13, 1886.

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#### PETITION FOR RELOCATION OF CYPRESS STREET STATION ON BOSTON AND ALBANY RAILROAD.

The Boston & Albany Railroad Company ask the assent of this Board to a relocation of Cypress Street station on the Brookline Branch. The company took no part in the hearing, signing the petition because that is the only way of bringing the question before the Board, but not joining in the discussion, which widely divides the people of the town. The selectmen have decided in favor of relocation at a point 875 feet west of the present site.

The chief object of the petitioners appeared to be to encourage the growth of a sparsely inhabited part of Brookline, and thus add to the valuation of the town. It seems to us that many of the witnesses, public spirited, fair-minded and intelligent as they are, overestimated the weight to which this argument is entitled on a petition for relocating a station. One witness stated as a reason for relocation that the land about the station was well filled with houses, and that it should therefore be removed to vacant land. This is not the policy of the State. Nor is this given as a fair specimen of the petitioners' views. But the statement illustrates the meaning of this movement, and shows that there is a tendency to forget the rights of those who have built near a station because of its existence.

This is not a simple railroad problem as to the spot where the station should have been placed, or what spot would best suit railroad interests or town interests now. Questions of good faith and of acquired rights are to be considered. If it could be demonstrated that property near the present station would be depreciated \$100,000, and

that property elsewhere would be increased in value by \$300,000, it would not follow as a matter of course that relocation should be granted. Even the gain of the greater number must sometimes yield to the rights of the few. The equitable rights, even if they are not strictly vested rights, of the minority must in some cases prevail over the desires and interests of the majority. Those who invest their money near a station acquire in time legal rights in its continuance, and a moral right that it shall not be relocated at a distant point without pressing need. The same reasons that forbid relocation without the assent of this Board require that the Board should refuse it unless a strong case is proved. We cannot take a thousand dollars from one man simply for the purpose of giving three thousand dollars, or five thousand, to another, nor lengthen his necessary walk solely to shorten that of another.

This is not a station that has failed to attract population. It has drawn about it a little community who would be subjected to inconvenience and loss by the proposed change. They would suffer more, because very few of them own horses or carriages. They would have more right to complain, if the change were made, from the fact that this station has been built and maintained in obedience to a special law. We have held with some hesitation that this is not absolutely a legal objection to relocation. But it strengthens the case of the remonstrants that the statutes give assurance that the station will be continued, and that when a train was withdrawn it was promptly restored as the result of official action.

The Brookline petitioners in aid seem to us to have mistaken their case and their remedy. They have, perhaps, shown the need of an additional station; and when the managers of the Boston & Albany are asked for one, they will be very likely to grant it, especially when their project of a circuit line is carried out. The Brookline petitioners have certainly mistaken their remedy if they suppose that a case for relocation can be made out by proof that the present station is filthy and unwholesome, or that it is locked up and untended during a great part of the time. A petition cannot be sustained by testimony that the petitioning corporation neglects its duty to the public. The evidence on these points may help to show why the station is not used more freely, and it certainly explains the motives of many of the petitioners. But the remedy for the evils complained of is not to deprive this neighborhood of its present facilities. The proper course would have been to apply to the railroad officials, and, in case of need, to this Board. Now that the matter has been brought to the attention of the managers, they probably will not wait for suggestions from the Board, or for petitions from the people, but will at once attend to it of their own motion. This company is not in the habit of neglecting

its stations ; and many were led to ask for the change, in hope of an elegant structure like those recently placed elsewhere on the Boston & Albany road.

The strongest argument for the petition is the need of moving from the present spot when a bridge shall have been built over the railroad, and the difficulty of finding a fit place without going to the proposed location. But the inconvenience attending the reconstruction of this station does not warrant its proposed removal, in the face of a remonstrance made by the great body of those who use it, and who will have to bear a full share of the expected inconvenience.

The Board declines to assent to the proposed relocation.

By the Board,

THOMAS RUSSELL, *Chairman.*

FEB. 5, 1886.

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SELECTMEN OF WHATELY, PETITIONERS FOR A STATION ON THE NEW HAVEN & NORTHAMPTON RAILROAD.

The selectmen and the people of Whately ask that the Board recommend the company to establish a passenger station and freight depot on their railroad in the town of Whately. At present the road has no such station, and trains run through the whole length of the town without stopping, making no stop for a space in this and in neighboring towns of about eleven miles. The town has a population of about 1,000 ; it is devoted to agriculture, and exports a large amount of apples, tobacco and other products of the soil. The Connecticut River Railroad Company has a station in the easterly part of the town at a point not more than sixty rods from the road of the New Haven & Northampton Company.

The chief object of the petitioners in asking for facilities from the New Haven & Northampton Company is to avail themselves of the connections made by that road, both northerly and southerly, which are not afforded by the Connecticut River Railroad. A choice of markets and a choice of routes would thus be afforded. Produce, including early vegetables, could be conveyed directly by one railroad that will not bear the cost and delay of transmission over two roads, which is now necessary in order to reach a market. The same thing is true of some articles needed in Whately. They could be brought directly from the place of production. But the necessity of transshipment now forbids their importation or makes it costly. It would

often be an advantage, also, to use one route in going and another in returning, taking advantage of the different hours on the two roads.

These claims of the public are not met by the fact that the Connecticut River road is capable of doing an amount of business at Whately exceeding all that is now done there. It cannot do the business which Whately desires, because it does not run to the points to which the "Canal road" runs. There is new business which the "Canal road" can do, and which the "River road" cannot do. Moreover, this is not a question as to the exigency for constructing a new railroad, but as to the propriety of allowing to the public the use of a railroad already constructed. Even if it were proved that the road ought never to have been extended, it would not follow that the extension ought not to be put to every use of which it is capable.

It is not claimed that the business of this station would render it profitable at once, although it is hoped that traffic would develop in time so as to pay the road. But it is too late to argue that this is of itself an unanswerable objection to the establishment of a station. The reasonable accommodation of the people on the route is part of the price to be paid for the franchise of a railroad. Proof that the business is unprofitable does not relieve a corporation from paying for the land taken. Neither does it remove the burden of meeting the equitable claim for reasonable service.

The probable amount of business should, indeed, have due weight in considering what is reasonable service. But all railroad managers recognize the fact that stations must be maintained and stops must be made, which, of themselves, do not pay expenses.

The Supreme Court of this State has said : —

"If the directors of a railroad were to find it for the interest of the stockholders to refuse to carry any freight or passengers except such as they might take at one end of the road and carry entirely through to the other end, and were to refuse to establish any way-stations or do any way business for that reason, though the road passed for a long distance through a populous part of the State, this would be a case manifestly requiring and authorizing legislative interference. . . . And on the same ground, if they refuse to provide reasonable accommodation for the people of any smaller locality, the Legislature may reasonably alter and modify the discretionary power which the charter confers upon the directors, so as to make the duty to provide the accommodation absolute. *Commonwealth v. Eastern Railroad Company*, 103 Massachusetts, 254."

The case before us well illustrates the views of the court. This road was not built at the suggestion of the Whately people, or of their neighbors. It was designed to secure traffic passing through the tunnel and business going to and from Turner's Falls. But of neces-

sity the road passed through Whately, taking land without the consent of its owners, cutting up their farms without regard to their wishes or interest, and crossing highways in a manner inconvenient to travellers. In obtaining these rights under the general law the railroad managers assumed duties which they have not performed. The people now demand a performance of these duties, and, so far as it is reasonable, the demand should be complied with.

The claim is strengthened by the fact that when land damages were settled, the agent of this company stated as an inducement for moderate demands that a station would be placed in Whately. This was said in good faith, with the expectation that a station, for which land was procured, would be placed there. It further appears that the agent had no right to make any promise on the subject, and that the president carefully refrained from authorizing any such promise. But the accredited agent of the corporation did use the fact as a measure of reducing land damages, and this has some equitable weight in re-enforcing the demand of the people for accommodation.

That claim, however, does not need this aid. The mistake of the railroad managers in such cases is in supposing that the interests of the stockholders are paramount, and that the earning of dividends is the sole object to be sought in operating a road. Our Supreme Court has said more than once that a railroad corporation is created mainly for the public benefit, and only incidentally for its own profit. And because directors are liable to take a wrong view of their duties the State reserves full control, and delegates to its agents the power of supervising the operation of these corporations.

The Board deems that the establishment of a station at Whately, with facilities for passenger and freight business, is reasonable and expedient to promote the convenience and accommodation of the public, and recommends that as soon as may be such a station shall be established and maintained.

By the Board,

THOMAS RUSSELL, *Chairman*.

AUG. 23, 1886.

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JOHN H. PAINE AND OTHERS *v.* NEW YORK AND  
NEW ENGLAND RAILROAD COMPANY.

The petitioners, who use the Forest Avenue station on the New York & New England Railroad, complain that the accommodations furnished at this station are inadequate and unsuitable, and ask a

recommendation that a proper station house be erected. Nothing but a shed is now furnished for passengers, and as it is not cared for by an agent it is generally in an unfit condition for use. The numerous passengers who are at this station making 16,000 trips in a year, and who have been drawn to this spot by the promises of the railroad managers, are fairly entitled to better accommodations. The evidence at a former hearing upon the proposed withdrawal of trains answers all the objections that can be made to the erection and maintenance of a proper station house. It is true that the short distance from Boston and the consequently low fare keep down the receipts. It is true also that the want of accommodations and the fear of losing them altogether check the growth of the community that resort to this station. But, as we have often had occasion to say, a railroad corporation takes its franchise as a whole. It cannot take the benefits and shirk the burdens that are imposed when a charter is accepted. One of these burdens is the affording of reasonable accommodations to residents on the line, even where a particular track, a stop, or even a station may not be of itself remunerative. But this is especially the case where, as in this case, promises were given and inducements were held out for investing in land and for building houses, in the faith of proper and continued railroad facilities. Here it was especially agreed in a deed of gift that a passenger station should be established and kept up. The policy may have been unwise, and a new management may modify it, but not at the cost of the equitable rights of residents who have been attracted to the place by that policy. This would be unwise and unfair. The people living near Forest Avenue are entitled to a station; and, therefore, they are entitled to a decent and convenient station house, and we recommend to the president and directors of the company that they establish and maintain such a station house.

By the Board,

THOMAS RUSSELL, *Chairman.*

JUNE 14, 1886.

BOARD OF RAILROAD COMMISSIONERS,  
No. 20 BEACON STREET,  
BOSTON, June 16, 1886.

J. W. PERKINS, *Assistant to President of New York & New England Railroad Company.*

DEAR SIR:—The Board has received your acknowledgment of its recommendation that a station house be erected and maintained at Forest Avenue. In reply, you state that after July 1 all stops of trains at this station will be discontinued.

Our communication was addressed to the president and directors of the company, and we await a reply from that body. The course which you propose would be (as appears from the facts set forth in our decision of October 20) an act of grossly bad faith toward the people who have been led to settle and make investments at this place by the implied and expressed promises of the managers of the corporation.

It would also seem like an attempt to punish the petitioners, who, in pursuance of law, have asked us to recommend an increase of accommodations, and who are rebuked by the withdrawal of all accommodations.

The Board will not believe that the directors of the company will pursue this dishonest and vindictive course until we are compelled to believe it by receiving a formal vote to that effect. And we are confident that the directors have not delegated to any official in advance authority to make such an answer to a recommendation of this Board.

Yours truly,

THOMAS RUSSELL, *Chairman.*

[The petitioners then applied to the Legislature, and an act was passed authorizing the Board, after a hearing, to order the railroad company to construct a station at Forest Avenue, if in their judgment the obligations of the company or public exigency required it (Acts of 1886, ch. 350). Hearings were had, and the Board took action as follows ]

COMMONWEALTH OF MASSACHUSETTS,  
BOARD OF RAILROAD COMMISSIONERS,  
BOSTON, July 14, 1886.

*To the President and Directors of the New York and New England Railroad Company.*

Upon the petition of John H. Paine and others, being more than twenty legal voters of Boston, proceeding under chap. 350 of the Acts of 1886, after notice to said company and appearance by its counsel, and after hearing of all parties interested, it appears to the Board that the duties and obligations of said company and the public exigency require that said company construct and maintain upon its railroad, at the place called Forest Avenue Station, a station house reasonably commodious and furnished for the use of passengers, and also stop at said station, both before and after the erection of said station house, the following specified trains: namely, the outward trains now leaving Boston at 7 and 9.30 A. M., 1, 2.30, 5.15, 6.35, 7.30, 9.15 and 11.15 P. M.; and the inward trains leaving Hyde Park at 6.15, 6.45, 7.15 and 8.08 A. M., 1.03, 2.18, 5.18, 7.08 and 10.23 P. M., or



trains corresponding thereto and furnishing substantially the same accommodation.

And said company is hereby ordered to erect and maintain such a station house and to stop as aforesaid such trains.

And it is recommended that a station house, substantially like that at North Webster, on the Norwich & Worcester Railroad, be constructed under the foregoing order, with such variations from said model as may be agreed on by Charles P. Clark, president of the company, and John H. Paine, who heads the petition.

By the Board,

WM. A. CRAFTS, *Clerk.*

[G.]

## EXIGENCY FOR NEW ROADS.

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PETITIONS OF THE BOSTON & LOWELL RAILROAD CORPORATION AND EASTERN RAILROAD COMPANY, RESPECTIVELY, FOR BRANCHES IN SALEM.

The petition of the Boston & Lowell Railroad Corporation, for a certificate of exigency for a branch in Salem leading to several tanneries, presents some novel questions of law. Several citizens petition in aid; and remonstrances were made by the Eastern Railroad Company and by citizens of Salem and Peabody.

The Boston & Lowell Railroad Company succeeds to the special privileges given to the Salem & Lowell Railroad Company by chapter 128 of 1851. Among those rights is the authority to run over the Essex Railroad (now a part of the Eastern Railroad) with its own motive power, and to build branches from the Essex road on land occupied by the Salem & Lowell. Under this power a branch, many years since, was constructed from the Essex Railroad on land now of the Boston & Lowell. An extension of this branch has recently been laid on land owned and occupied by the Boston & Lowell, reaching the border of the canal. The proposed branch extends from the terminus of this extension to the tanneries.

Various legal objections are made to this request: —

1. The jurisdiction of this Board was denied because section 3 of chapter 265 of 1882 says: "The provisions of this act shall not apply to any railroad corporation acting under the authority of a special act of the Legislature." But this clause was only intended to relieve a corporation especially authorized to construct a road from the necessity of applying for a certificate. It does not refer to all corporations created by special act, or existing under special act, but to corporations "acting," *i. e.*, proceeding to construct a road under special act. It was inserted evidently from extra caution. But that it does not refer to such a case as this is plain from the last clause of the sentence: "But the provisions hereof shall apply to any railroad corporation acting under section 139 of chapter 112 of the Public Statutes." This

is the section applicable to all railroad companies seeking to construct branches, whether organized under general law or special charter. Under this section the petitioners apply, having reached the limit fixed by their charter and desiring to go further.

The construction claimed by the remonstrants would give to all chartered railroad companies the power to build at liberty all possible branches and extensions without any decree of exigency from any tribunal; while all new companies are compelled to procure such a decree. It is safe to say that such a proposition could never have received a single vote in either branch of the Legislature.

Finally, the construction now given by the Board has been universally assented to since the passage of the act, and has had the practical approval of eminent counsel representing various railroad companies, including the Boston & Maine Railroad and Eastern Railroad Company.

2. It was argued that the construction of the spur uniting with the branch of the old Salem & Lowell Railroad was an evasion of the purposes of the Act of 1851. For the design of that act was to allow tracks on land of the Salem & Lowell for the transaction of local business. This spur is covered by the letter of the law, and its construction does not seem to contravene its spirit. The railroad company builds where the special law permits, and asks leave to extend where the new law permits; and both extensions are for the same general end,—the giving of better facilities to local business.

3. It is urged that the law (sect. 189) allows branches of the main line and extensions of the main line, but does not allow the extension of a branch already constructed, or a branch of any extension already made. The language of the law does not compel any such narrow construction. The words are: "A railroad corporation after having finished the construction of its main line . . . may build branches or extensions thereof." In common language as applied to the other matters, the branch of a branch is a branch of the main trunk. The extension of a branch becomes a branch or part of a branch of the main line. Certainly it is an extension of it under the doctrine of *South Boston Railroad Co. v. Middlesex Railroad Co.* (121 Mass. 485), where an addition track of the defendant company was held to be an "extension" of its original track, although it was not connected with it except by travelling over the tracks of another railway corporation.

It is said that with this view of the law the power of branching and extending would be unlimited. But under section 189 of chapter 112, before the passage of the "exigency act," this power was practically restricted by no limits except State lines. It needs clear words to show that the Legislature, while giving a ten-mile railroad power to

extend one hundred miles without asking leave of any one, intended to forbid the slightest extension of a branch which was working well, and which by its working had proved the expediency of its extension. The legality of such an extension has heretofore been assumed, and heavy investments have been made upon the faith that they were lawful.

4. A more difficult question is raised by the fact that the initial point of the proposed extension is on a track connecting with the Essex Railroad. It is said that the law giving power to the Salem & Lowell Railroad Company to use the Essex Railroad, and to build branches at its own expense, does not make them branches of the Salem & Lowell, but of the Essex Railroad, so that in effect the petitioners are asking leave to build under the general law a branch of another and (as it happens) a rival railroad. The answer to this is that the proposed tracks are an extension of tracks owned by the petitioners, and connecting over the Essex with the main line of the petitioners' road. And this under the authority cited above (121 Mass.) may be fairly held to be an "extension" of the petitioners' line. A somewhat similar decision was made by the Supreme Court of Missouri in *Atlantic & Pacific R. R. Co. v. St. Louis*, 66 Missouri, 228, where under the authority to construct branches the railroad company was allowed to construct an extension not directly connecting with its main tracks, but starting from a point a little easterly from its terminus. What seems peculiar in the present case grows out of the peculiar legislation of 1851.

The opinion of the Board upon this point is also sustained by the very able opinion of the Supreme Court of Minnesota, in the case of the Atchison, Topeka & Santa Fé R.R. Co. v. Fletcher. There a road was held to connect with the Atchison, where it connected through intervening roads leased by the Atchison, and even where there was a missing link between Deming and Benson, a distance of about 174 miles, still as the Atchison had a right to run over this road to the Sonora railway, the Sonora was connected with the Atchison.

Under the authority of the cases cited above, railroad companies have heretofore, with the assent of the Board, but without much discussion of the point, constructed branch tracks running not directly from their main lines, but from tracks which lie out of their location and are owned by other parties, but over which the petitioners had a license to run. In these cases the Board has taken the tracks as it found them existing in fact and operated in fact, and has allowed their extension. It is now urged with much force that where the intervening tracks are used by authority of a statute, the right to an extension is quite as clear as if they were used by virtue of a revocable license. The point has become important, and the Board by assum-

ing jurisdiction presents the question in the most convenient way for obtaining an authoritative decision by the Supreme Court.

The exigency for better railroad facilities is clearly shown by the petitioner, and is admitted by the remonstrants. It is the sort of exigency that recently called for an extension of the Lawrence Branch of the Eastern Railroad in Peabody, viz., "that by giving improved facilities for business the cost of conducting it will be decreased and its prosperity promoted."

The chief objection to the petition lies in the fact that the proposed railroad will cross at grade a busy thoroughfare, called Boston Street, at the foot of a steep hill, the street being occupied by two street-railway companies. The question of allowing a level crossing is not formally before the Board. The assent of the County and the Railroad Commissioners must be had before that can be allowed. But where the situation is such that a grade crossing is the only practicable one, and when the petitioners declare it to be so, the fact must be considered whether there is an exigency for the railroad such as will justify the crossing. It would be worse than idle to grant a certificate knowing that we should impose a condition that would make it useless. In almost any case there are conveniences on the one side to be weighed against inconveniences on the other, and the crossing at a level over the most travelled street in Salem is an inconvenience and something more.

In this case we are not obliged to decide the question, for the Eastern Railroad Company requests an exigency certificate for a branch road from its main line near Mill Street to Proctor's Court, and offers to furnish a portion of the needed facilities without crossing any actually existing street at grade, and also without obstruction to Proctor's Court. The two cases have been heard together. If another road will furnish the required accommodation without the dangerous crossing, there is no exigency for creating the danger. By granting the petition of the Boston & Lowell so far as a route up to Boston Street is concerned, the tanners and curriers on the northerly side of that street will be furnished by it with the needed facilities. The Eastern Railroad extension will supply facilities to all others; and the general public will be saved from the danger of an unusually perilous grade crossing.

It is urged as an objection to the Eastern extension that it will go under Highland Avenue, which will cross it by an overhead bridge. But the Board has long since decided, and the Legislature has practically decided, that such a structure is less dangerous than a grade crossing. This is not an open question to be debated in every case, but a settled fact.

It is also argued that this route would interfere with certain con-

templated improvements in the southerly part of Salem. But these improvements have been contemplated so long without any visible result, that they should not interfere with the practical facilities needed at the present time. And the extension of the railroad is likely to aid the proposed enterprise as much as it will hinder it. The scheme is as old as 1872, when special legislation was obtained to further it. After so long a period we ought not to regard this project as a serious obstacle to a needed improvement, nor to view with much alarm a "paper crossing" over a contemplated street. The city of Salem has not objected to the proposed extension, taking no part in the controversy.

Suggestions were made as to the motives of the Eastern Railroad Company, and it was said that it would never have acted but for the enterprise of the Boston & Lowell. But with such considerations we have nothing to do. The sole question for the Board is how to secure the greatest good for the public with the least harm. If it were shown that the Eastern Railroad Company had neglected its duty to the community, and that it now offers to do its duty, actuated solely by a spirit of rivalry, it should be allowed to perform the offered service if the public will be better accommodated. If the people can lawfully gain anything from the rivalry of two corporations, they have a right to do so. We desire that the public may be served even though it be done from motives "of envy and strife." Motives of railroad managers have no weight except as they may affect their action. If in obedience to this suggestion we should prefer the Boston & Lowell project to the extension of the Eastern, we should expose the people of Salem and Peabody to the lasting perils of a peculiarly dangerous grade crossing, as a punishment for the supposed neglect of their interests in past time by the Eastern Railroad Company.

As to the comparative value of the service which the two companies can render, the Boston & Lowell has had the advantage of being connected with Western lines, enabling it to furnish for East-bound freight through rates for delivery at the mills. But the Eastern managers have distinctly promised the same advantage to their customers, and have made arrangements enabling them to fulfil their engagements. Obtaining a franchise by such a promise, they will keep it. The facilities for shipping the products of manufacture would certainly be as good on the Eastern as on the Boston & Lowell.

A certificate under chapter 265 of 1882 will be issued to the Boston & Lowell corporation for a portion of its route.

A certificate will be issued to the Eastern Railroad Company for the route requested.

By the Board,

THOMAS RUSSELL, *Chairman.*

NAHANT RAILROAD ASSOCIATION, PETITIONERS FOR A  
CERTIFICATE OF EXIGENCY FOR A RAILROAD FROM  
LYNN TO NAHANT.

The Nahant Railroad Association asks for a certificate that public necessity and convenience require the construction of a railroad from Lynn to Nahant. A petition in aid was received from 123 citizens of Lynn. The town of Nahant opposes the project by its selectmen, by remonstrances, and finally by a vote of 94 to 6 in a recent town meeting. This was a full expression of the wishes of the town, which threw only 82 votes at the last State election. It was almost wholly made by constant residents, or, as they are called, "natives," and it included all the tavern-keepers of the place, who are in some sort judges as to the needs of public travel, and who are generally not averse to increasing its facilities.

The main object of the contemplated road is to furnish the general public with an opportunity to enjoy the fresh air and fine scenery of Nahant. It would, of course, give facilities for travel to and from Boston, and it was said that it would open the town to settlement by a new class of residents, working in Lynn and occupying cheap houses in Nahant. But the chief object is to accommodate pleasure travel. This is a lawful cause for exercising the right of eminent domain, as was expressly decided in regard to a public way in the case of *Higginson v. Nahant*, 11 Allen, 530, where a town-way was laid out "with the design to provide access, not for the town merely, but for the public, to places esteemed as pleasing natural scenery."

The chief objection to the project is that it will injure and practically destroy the present approach to Nahant by Long Beach, the only avenue by which its people can drive to the main-land. It seems to us that the petitioners have underrated this inconvenience, while they have greatly overrated the demand for railroad facilities. Their estimate is founded upon the great number of people who now, in the warm season, drive or ride from Lynn to Nahant. But the number who will use a railroad cannot be safely reckoned from the number of those who, on pleasant days, are conveyed in open carriages over one of the most beautiful beaches in New England. The beach, as well as the rocky promontory, is one of the charms of Nahant; and it will cease to be attractive when it is defaced and made dangerous by a steam railroad. We do not believe that the facilities afforded by such a road would compensate for the great injury to be done. The people desire other facilities which will not deprive the public of the health and pleasure which are found by driving over the beach. We believe

that the number of workingmen in Lynn who would seek cheap homes in Nahant has been overestimated. We feel that great weight should be given to the wishes of the community, especially when the proposed railroad terminates in the town. And, above all, we agree with the remonstrants in feeling that the public loss and inconvenience resulting from such a project overbalance any slight accommodation that it would afford. And, therefore, the Board declines to grant the certificate.

THOMAS RUSSELL, *Chairman.*

MARCH 31, 1886.



## [H.]

## MISCELLANEOUS.

SELECTMEN OF WAREHAM v. ONSET BAY GROVE  
ASSOCIATION AND ITS LESSEE.\*

The selectmen of Wareham complain that the association had constructed, and is operating, a railroad in that town without any lawful authority, and ask the Board to intervene, under the provisions of sect. 15, chap. 112 of the Public Statutes.

The road was constructed wholly on the land of the respondents, from a point near the Old Colony Railroad to a central point in the grove, and is a little over a mile long. It was built in good faith, without any special authority, in the belief that no such authority was needed. It was constructed and equipped for operation by steam power, and is intended, as its managers say, both for freight and passenger traffic.

The law as to railroads for private use is contained in sects. 223 and 224, chap. 112, and is, in brief, as follows: "A person or corporation may construct a railroad for private use *in the transportation of freight*," provided that it shall not be "constructed across or upon a highway, town-way or travelled place without the consent of the . . . selectmen of the town, nor except in a place or manner approved by them." If they consent, they may from time to time regulate the motive power, speed and time and manner of use. If they allow the use of steam power, the general law as to the crossing of ways and travelled places shall apply, *i.e.*, the consent of the County and Railroad Commissioners must be obtained.

This road, while it occupies and crosses no town-way or highway, runs through a public thoroughfare called "Main Street," and crosses

\* Omitted from last Annual Report.

others, among them an important one called "Onset Avenue." These have been laid out by the association for public travel by foot passengers and teams, and during "the season" they are as much travelled as any public way in the town.

Although these ways are designated as "streets" and "avenues," there is no claim that they are town-ways, streets or highways, or that the town is liable to keep them in order, or to respond in damages for any accident happening by reason of their being defective. One of them, at least, has a warning board stating this fact.

But the law is not confined to legally laid out ways. It includes all "travelled places;" meaning, as we suppose, all places habitually travelled by the public. The Supreme Court construing these words, in another provision of law, held that they applied to a travelled crossing never laid out, accepted or acknowledged by the town, and guarded by a signboard warning the public not to use it as it was private and dangerous. And a railroad company was held liable because it had not placed a signboard at this crossing. (*Whittaker v. Boston & Maine Railroad*, 7 Gray, 98.) The words "travelled place," used in chap. 222 of 1849, under which this was decided, are repeated in sect. 165 of chap. 112, where they are clearly used in distinction from and extension of the words "highway" and "town-way" in sect. 164. The words are used again in sect. 166, referring to gates and flagmen. And this Board has applied the words to such crossings as those in question, with the acquiescence of railroad managers.

Unless the words "travelled place" have a different meaning in different sections of the same chapter, and especially in sect. 165 and sect. 224, the question seems to be settled by the court. This railroad does occupy and does cross a travelled place; it does so without the consent of the selectmen, and its construction as a freight railroad was therefore illegal, while its unauthorized operation with steam power is another illegality.

The reason for the various provisions extending safeguards to "travelled places," as well as to public ways, are too plain to need statement. The sole object is security from danger. And the danger depends, not on the origin of the way, but upon the technical question (often an intricate one) of its legal condition, and upon the fact that it is habitually travelled. At all events it is the law; and this is decisive of the question presented to us as to this freight and passenger railroad.

It has been suggested that a passenger road might be constructed and operated upon the land of the owners without complying with any legal provisions as to railroads. Of course, a final decision can only be made by the courts. But the statute seems to point strongly to a decision. The question is not whether a man may place ties and rails

on his own land, but whether he can operate such a railroad as a common carrier, taking passengers for hire. It would seem that chap. 112 was intended to cover all such cases, and to place all such enterprises under State control, for the sake of securing to the public safety, reasonable accommodation and other rights. The definition in sect. 1 makes the phrase "railroads and railways" in chaps. 112 and 113 include "all railroads and railways in this Commonwealth, except tramways in mines and marine railways." The exception strengthens the rule by referring to structures far removed from the ordinary understanding of the words. And again, by sect. 14, the Board has "general supervision of all railroads and railways," and the provisions of the following six sections apply to all, and to the corporations, trustees or *others* owning or operating them.

Again, the express provision authorizing freight roads for private use seems to imply that passenger roads for public use cannot be constructed except under the general provisions of the law. The expression as to one class, a class less in need of State supervision, would appear to be an exclusion of the other class. At all events, we cannot advise the association or their lessee that illegality would be avoided by using their tracks exclusively for a passenger railroad, unless they comply with the provisions of the general railroad law.

It has been suggested that the track might be operated as a street railway. The Board find nothing in the law to prevent this. The law does not provide that such railways shall always be constructed in streets. The statute definition of "street railways" makes no reference to their location in streets. In fact, one such railway exists in this State, running on private property the whole length of a beach, without regard to streets. The location is given to the selectmen, and they decide on the motive power to be used. The primary cause of giving them this power may be the fact that such tracks are usually laid in streets. But it is given them in all cases, and this local tribunal seems to be the fitting one for guarding interests that are in great part local.

It was supposed by some of the respondents that the charter giving the association the power to build, lease and sell under such rules as it may prescribe, gave to it the power of the selectmen in this regard. But this theory is untenable. The power to make rules is in its terms a restricted one. It does not set aside the general laws of the State. It would not, for instance, justify the directors in licensing the sale of liquor on their land. Just as little does it justify them in locating a street railway, — a power given exclusively to the selectmen. But it is unnecessary to consider this question further; for no street railway corporation has been organized for the operation of such a railway.

The Board regrets the difficulty into which innocent parties have fallen, and would be glad to see a way by which they might escape loss and delay. But our attention has been formally called to the matter by the selectmen, who, though no legal liability rests upon them or the town, feel a moral responsibility as “fathers of the town,” that the public shall have all the safeguards required by law. And we are compelled to give notice to the association and to its lessees that the construction of the road was illegal, and that its operation without due proceedings under the statute would be a further violation of law.

For the Board,

THOMAS RUSSELL, *Chairman.*

JULY 22, 1885.

THE ONSET BAY GROVE RAILROAD ASSOCIATION,  
PETITIONERS FOR A ROUTE.

The Onset Bay Grove Railroad Association having failed to agree with the selectmen of Wareham as to the route of their railroad, have applied to the Board to fix a route. The association desire to go from the Old Colony station to Shell Point by a direct line through Main Street and Central Avenue. The selectmen's route is identical with this until it reaches the intersection of Twelfth Street and Central Avenue. There it runs off in a northwesterly direction, reaching Shell Point by a line where there has been less building than on the other. For this the selectmen have given forcible reasons. We have not found it necessary to consider those reasons carefully, nor to compare them with the strong opinions entertained by most of the interested parties in favor of the other route.

Since the hearing on the “exigency certificate,” a new fact has been developed by the laying out of a town-way, which crosses the railroad, as planned by the association, and under such circumstances as to make a grade crossing absolutely necessary. Moreover, this would be a peculiarly dangerous crossing, for the track would be in the centre of an avenue, which will always be a crowded thoroughfare, and which would be specially crowded at the time of the arrival of the cars. There is no reason to suppose that the County Commissioners would grant a level crossing. And if they did, the Board, as at present advised, would not assent to it. It would be useless to grant formally a route which we know could never be used. As to the selectmen's route, the association declare that they do not desire it, and

would not avail themselves of it if it were granted. Our duty, therefore, seems to be to grant the line on which both parties agree, placing the western terminus on or near the easterly side of the new town-way. A formal certificate to this effect will be issued to the directors.

By the Board,

THOMAS RUSSELL, *Chairman.*

JAN. 27, 1886.

### IN THE MATTER OF THE OAK GROVE STATION.

*To the President and Directors of the Boston & Maine Railroad.*

GENTLEMEN:—The petition of Gilman Page and others relative to Oak Grove Station, which was referred to this Board by the mayor and aldermen of Malden, was set down for hearing at 10 A.M. to-day; but, owing to the neglect of the petitioners to insert our advertisement in the Malden newspaper, no public notice was given. No one appeared for the petitioners, but a letter was received asking us to have a hearing “in the vicinity of the station.” This request, at this season, we do not regard as reasonable, nor do we think it desirable to attempt a judgment upon the convenience of the building, before it is finished. We have, however, acknowledged the fact that the petitioners are entitled to a hearing in Malden, when the matter is finally heard, and we announced that an adjournment to Malden would be granted, if desired.

As neither the petitioners nor the Board can judge of the fitness of the building until it is completed, there will be no further hearing at present. When you have completed the station, we shall hear the parties, if they then desire it. To prevent misapprehension on their part or yours, we will add that it is no part of our duty to superintend details of construction. The location, by law, required the assent of this Board; and it was fixed in accordance with the vote of the city government and with the wishes of the many as compared with the interests or prejudices of the few. The question of site is settled, and is not a subject of discussion. The particulars of arrangements are matters to be settled by you in consultation with your architect. We have no desire or right to interfere. If a railroad company should fail to furnish sufficient facilities, and still more, if it should create dangers for its customers, the Board would recommend a change. But it was never designed that we should act as supervising architects in the construction of stations. Whether the business of this place justifies the

construction of a building as extensive and costly as that which the company proposes to build, is a question beyond our jurisdiction. Nor is it within our jurisdiction to direct the precise manner in which it shall be erected and furnished.

For the Board,

THOMAS RUSSELL, *Chairman.*

JAN. 12, 1886.

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JOHN H. ROBINSON AND OTHERS OF ARLINGTON, PETITIONERS FOR PROHIBITION OF WHISTLING OF LOCOMOTIVES ON THE LEXINGTON BRANCH RAILROAD AT CERTAIN CROSSINGS.

The petitioners were not numerous, and did not include the selectmen. The corporation made no objection, but by its manager pointed out the peculiar dangers existing at the first-named crossing.

There is no good reason against granting the petition, so far as Water Street is concerned; and an order will issue forbidding whistling as a crossing signal at this point. But the case at Arlington Avenue is different. The gates are not parallel with the railroad, and they fail to guard two private ways, one of which leads from a livery stable. These ways, when the gates are closed, are open to tempt travellers into the space on the railroad track between the gates. In addition to this, it was shown that many persons, including some of the petitioners, were accustomed on their way to the station to walk on the track instead of using the highway. This greatly increases the danger at this point, and calls for additional precautions. The main purpose of the whistle is to warn travellers who are crossing the track, but it is also of service in warning those who are walking along the track; and we cannot direct its discontinuance at a point where such occupation of the tracks is habitual.

It is true that persons so using the railroad are trespassers and violators of law. But the penalty which is actually inflicted upon them in case of accident is so terrible that we should not be justified in exposing them to it by ordering the railroad operators to discontinue the most effectual warning. It is a case where men must be protected against the results of their own negligence, even to the annoyance of innocent persons. No order is given as to this crossing.

It appears that Water Street crossing is one where the grades could easily be separated. It is hoped that an order for discontinuance of whistling there will not prevent an application for such separation.

By the Board,

THOMAS RUSSELL, *Chairman.*

JAN. 13, 1886.

GEORGE ROBINSON AND OTHERS OF PALMER v. BOSTON & ALBANY RAILROAD COMPANY.

The petitioners, who are a committee of the town, including the selectmen, complain that the station at Palmer has no suitable means of access, and ask a recommendation that the company improve the approaches thereto. The present union station was located by the corporation with the assent of the town and of this Board; and it was built and decorated at great cost. But in order to cut off a dangerous approach from Main Street a fence has been erected, which prevents access to the station at the point nearest the centre of business, and forces most of the people to use a circuitous route, adding a quarter of a mile to the distance. This inconvenience is suffered not only by the great body of citizens in the village, but of several other places. The remedy sought by the petitioners is by a foot-way crossing the tracks at a level, but suggestions were also made as to an overhead or underneath crossing.

The first question is one of jurisdiction; and it was for the purpose of hearing an argument on this question, as well as on the merits, that a hearing was notified. As the only power of the Board is to give a recommendation, it might seem to some superfluous to consider such a question. But this is not the theory of our law. Its intention is that great weight should attach to a formal recommendation founded on the statute, — more weight than would be given to a mere voluntary suggestion. So it has generally proved with the recommendations heretofore given by the Board. Elsewhere the value of such a jurisdiction has not been appreciated. We are told that on a recent occasion the English House of Commons laughed at the idea of a Board having only authority to recommend. They could not understand a decision which did not result in an execution, and which could not be enforced by a constable. Here for seventeen years such decisions made by the Board as arbitrators between the companies and the public have been found to be of value. That value would be lost or greatly impaired if recommendations were made recklessly and without regard to the provisions of law.

The only possible source of authority for acting in this case is in sect. 16 of chap. 112: "The Board, whenever it deems that repairs are necessary upon any railroad . . . or an addition to or change of its stations or station-houses . . . is reasonable and expedient in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation," etc. The words refer to new stations, new station-houses and alterations of station-houses. It would be a perversion of language to hold that they cover the laying out of a way to a station. And such a construction would be more unnatural because the subject of crossings over railroads is regulated by special provisions of law. The Board denies the prayer of the petition for want of jurisdiction.

THOMAS RUSSELL, *Chairman.*

MARCH 31, 1886.

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WILLIAM H. WARE AND OTHERS *v.* BOSTON & ALBANY  
RAILROAD COMPANY.

William H. Ware and others complain of various annoyances suffered by residents between Berkeley and Ferdinand Streets from the operation of the Boston & Albany Railroad. They complain of smoke, cinders, and of increasing and unnecessary noise made by the engines and by employees.

Of course some annoyance to the neighborhood is incidental to the operation of a railroad, especially in a city. So far as it is necessary, it has been paid for in land damages to original holders of the land. They are paid in advance for the prospective increase of these annoyances, such as will result from an increase of traffic. And those who buy land or build or hire houses in the immediate neighborhood of a railroad do it with full knowledge of the fact that they are liable to discomfort, and that they are not entitled to relief from it, or to any further compensation for its existence. It is not necessarily ground for complaint to this Board, or for proceedings in a court of law, to show that very great, or even intolerable, discomfort is caused to persons who live close to a railroad by its operation. That which would otherwise be a nuisance has been legalized for public reasons. So far as the annoyance is unnecessary it is illegal, and it would be the desire of any good railroad manager, without close inquiry as to its legality, to reduce the annoyance to the narrowest limits.

The parties here seem to be in error as to the increase of smoke and cinders. The Boston & Albany managers have done what they could to reduce that annoyance. In so doing they have necessarily



increased the discomfort arising from an increase of noise. The general opinion of railroad men is, that by using the extended smoke-box the balance is in favor of comfort in the vicinity of the railroads. The switching engine now in use saves its cinders, and reduces the annoyance arising from this source. Its exhaust makes more noise than the old form. But the witness who expressed a desire for the switching engine used on the Old Colony Railroad made a great mistake. The Old Colony was a pioneer in using the engine complained of. The Boston & Albany was the last company to adopt it for use in Boston. The object in so doing was to reduce the discomfort of neighbors and passengers.

Upon the imperfect evidence before us, we cannot say that the object has not been accomplished. The increase of smoke and cinders was not connected by any testimony with the use of shifting engines. It probably results from the great increase of traffic. So far as it is a necessary consequence of that increase, it is not a just cause of complaint; and the petitioners, indeed, disclaimed any complaint whatever connected with the operation of the main track of the road.

As to the disturbance arising from the loud talk of the employees, and especially from vulgar, insulting and profane outcries, it seems that this arises, not from the conduct of any one directly employed by the Boston & Albany company, but from those who have charge of Wagner cars.

It need not be said that the Boston & Albany managers ought not to allow, and do not desire to have, the peace of the neighborhood disturbed by men who are in any way connected with the train service on their road. And they will put an end to such disturbances if they can. The petitioners can aid them in carrying out their desire by promptly reporting any case with as much detail as possible. General orders have, as we are assured, been given. But to fix the fault upon any offender, an early complaint is needed in each case.

Some other matters were complained of as to which the jurisdiction of this Board might be doubted; but the managers have promised that, so far as is possible, the just wishes of residents in the vicinity shall be complied with, and that the discomfort arising from operation of their road shall be made as small as it can be consistently with the discharge of their duties as common carriers.

By the Board,

THOMAS RUSSELL, *Chairman*

AUG. 23, 1886.

**MAYOR AND ALDERMEN OF WORCESTER v. BOSTON  
& ALBANY, NORWICH & WORCESTER, AND PROVIDENCE  
& WORCESTER RAILROAD COMPANIES.**

The mayor and aldermen of Worcester, acting on the petition of many leading citizens, complain that the bridges by which the above-named roads pass over Southbridge Street are so constructed that horses driven under them are frightened by the noise and by the escape of steam, causing great danger and frequent accidents; and they ask the Board to recommend such action as will abate or reduce this evil. The selectmen of Auburn and Oxford join in support of this petition. The testimony proved that the annoyance and peril arising from the use of these bridges are almost insufferable, resulting in frequent accidents, one of which proved fatal. A view corroborated this testimony, and showed that the results as described are inevitable, while the bridges remain as they now are. The trouble is greatly aggravated by the increase of travel on the street, and by the recent construction of a street railway. The increased railroad traffic also adds to the danger.

Objection was made to the consideration of this case by the Board, upon the ground that full jurisdiction is given (by sect. 129, chap. 112, P. S.) to the County Commissioners to deal with such cases, — the section providing, among other things, for “an alteration . . . in a bridge at the crossing” of a highway and a railroad; and if the County Commissioners have authority to act in the premises, it would be a delicate matter for this Board, which, in such cases, is an appellate tribunal, to give an opinion in advance upon a matter which might, on appeal, come before it for final decision. But the mere fact that other tribunals have power to take final action in any matter does not, of itself, deprive this Board of power to recommend improvement. If such a recommendation is a duty, it must be done, however delicate its performance may be. And it has been the practice of the Board in other cases to recommend such action as will prevent the need of applying to other tribunals.

In this case, whatever the authority of the County Commissioners may be, the courts would seem to have jurisdiction to prevent a dangerous nuisance, or to inflict penalties upon any corporation for maintaining it. If one-half the testimony is true (and it was left without contradiction), an indictment would lie against one or all of the railroad companies named. But this fact would not deprive the Board of the power to recommend improvements in construction. The existence of a nuisance perilous to life and limb would rather make it our duty to advise that it should be abated without waiting for an in-

dictment. But it seems at least doubtful whether sect. 129 applies to such a case. The words may literally cover the proposed action, but the context and the history of legislation show that the mind of the Legislature was fixed upon other matters. Location, altitude, the length and width of bridges, were the important subjects considered by the framers of the statutes which now appear in this section. It would be unfortunate if a recommendation could not be given for a comparatively slight improvement in a bridge, which is demanded for the safety of travel, without using the complicated machinery of sects. 129, 134, with the necessary hearings before several tribunals, judicial and otherwise. Such proceedings would certainly be obnoxious to railroad companies, and would probably be resisted by them. It is said that, if a recommendation is carried out, the cost will fall upon the railroad companies alone, while, by proceedings under sect. 129, the cost may be equitably distributed between the corporations, county, city and towns specially interested. And it might be argued that such a contribution is peculiarly equitable, when the existing mode of crossing has long been acquiesced in, and may be presumed to have once been satisfactory to the municipalities concerned. But, if this were proved, it would not necessarily follow that the municipal bodies interested ought to share in the cost of the needed improvement. The road is bound, not only to cross by a bridge originally safe for travellers passing under it, but if, by reason of a great increase in travel or otherwise, the bridge as constructed becomes unsafe or becomes a source of danger, then it is the duty of the railroad company to remove the cause of danger. This was the view taken by the Supreme Court in *Cooke v. The Boston & Lowell Railroad Company*, 133 Mass. 185, where it was held that, although a bridge built by a railroad over a street was adequate when built, yet, if by reason of increased travel on the highway it had become inadequate and obstructive to the safe use of the highway, the railroad company must alter it. And in this case the corporation was held liable for personal injuries received by a traveller on the highway. This decision followed the analogous case of *Commonwealth v. New Bedford Bridge*, 2 Gray, 339, where it was held that the obligation fixed by a charter to build "suitable draws," imposed the duty not only of building draws suitable at the time to the needs of navigation, but of building and maintaining draws of such width as vessels might need "in the progress of time and the advancement of commercial intercourse." The cases before us are analogous to those cited. The passage under the bridges, fairly safe once, has become dangerous because of the enormous increase of travel. It was the duty of each railroad company originally to construct its bridges so as not to render unsafe travelling on the highway as then used. Now it is the

duty of each company to alter its bridges so as not to render unsafe travelling on the highway as it is now used.

The suggestion that sect. 185 of chap. 112 gives jurisdiction of this case to County Commissioners does not seem correct in view of the construction given to that provision of law in *Springfield v. Connecticut River Railroad Company*, 4 Cushing, 63. Nor would it be easy to frame a petition under which the County Commissioners could pass a decree in this case.

We believe that public convenience and safety call for a recommendation under this petition for such additions as will diminish or destroy the danger to travellers arising from the use of these bridges. In deciding upon the details, as to which the testimony was scanty, we have availed ourselves of the skill of an expert engineer, and the Board adjudges that the complaint is well founded, and informs the corporations above named that it considers the following-named improvements and changes necessary to promote the security and convenience of the public, viz., that a double flooring be laid across each bridge from fence to fence. We would suggest that two thicknesses of matched spruce, each one inch in thickness, breaking joints, should be laid on the railroad ties, with the rails upon the boarding. Underneath a system of purlins should be supported on the bottom flanges of the floor beams, with rafters and two layers of one-inch matched spruce.\* Some extension of the fences at the ends of the bridges is also advisable; and we hope that this will prove sufficient without doubling the fences. If necessary, this also could be done afterward, leaving an air space between the two fences. At present we only recommend that the double flooring, as above indicated, be laid as soon as possible.

By the Board,

THOMAS RUSSELL, *Chairman.*

Nov. 3, 1886.

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B. W. MARKS AND OTHERS, RESIDENTS NEAR WELLINGTON STATION, v. BOSTON & MAINE RAILROAD.

The people using Wellington station complain that an express train to Boston runs rapidly by that station at the time when the 5.25 P.M. train from Boston is delivering its passengers, thus putting them in great peril. No law forbids this practice, and the Legislature, when

\* The floor would be practically water-tight, and water could be taken down through scuppers and discharged through pipes laid between the floors, so as not to communicate sound.

a bill prohibiting it on all railroads was proposed, refused to enact such a law. But the common law, which requires due regard for the life and the safety of passengers, would seem to forbid the practice of running a train at full speed by a station where a train is receiving or discharging passengers. The rules of the Boston & Maine Railroad certainly forbid this, and any infringement of the rule ought to be reported at once to the manager of the road, so that the charge may be investigated while it is capable of being proved or disproved.

There is in this matter the usual conflict of testimony as to the frequency of such occurrences. But the fact is of little consequence so far as this complaint is concerned; for, if the passengers of the train in question will leave the train on the proper side, — *i. e.*, on the side of the platform, — they will always be safe from the express train. Donger is incurred by their taking the “short cut” across the tracks on the left hand of their train. To this the petitioners reply that the platform is only about sixty feet long, covering only two cars out of the six of which the train is generally composed, and in any one or more of which they may be; and it is added that the descent into the ditch beyond the platform is not only inconvenient, but dangerous, especially as it is not well lighted. This seems to be true, and the remedy is to lengthen the platform materially, and this extension is called for by the growth of the community near this section. We recommend the prompt extension of the platform, and that it be always lighted when light is needed. In addition to this, we refer to our recommendation given February 9, on a Malden complaint, that the directors consider the expediency of placing gates on their cars, and we now recommend that this be done as soon as possible, and that the gate on the side next to the opposite track be closed and locked. The excellent working of this system on the Boston & Albany Railroad answers all real objections to it, except the objection of expense. That objection is not worthy of consideration when the great increase of security is considered. In case of accident, arising from a want of this precaution, especially of accident to a stranger on the road, it might well be held that the injury was due to defective construction or equipment. It is possible that some passenger, at some station, if not at this station, may object to this because of the loss of time which he will suffer; for there is no right more prized than the supposed right of a traveller to risk his life in order to save a fraction of a minute; but such objections should be disregarded. It is often the moral duty of railroad managers to protect the public against the consequences of their own recklessness.

By the Board,

THOMAS RUSSELL, *Chairman.*

Nov. 24, 1886.

## [I.]

## REPORT ON THE MEIGS ELEVATED RAILWAY.

*To the Board of Railroad Commissioners of the State of Massachusetts.*

GENTLEMEN:—I had the honor to receive from you, on the 27th of October last, an appointment as engineer under the provisions of sect. 4, chap. 87 of the Acts of 1884, for the purpose of “examining the safety and strength of the structure of the Meigs Elevated Railway, so called, in Cambridge, and the rolling stock and motive power used thereon, and of approving or disapproving the same.”

In pursuance of this appointment, I have since devoted a very considerable portion of my time and attention to the required examination, and beg leave now to submit this, my report:—

The experimental section of Meigs Elevated Railway, which has been constructed at East Cambridge, is located on grounds formerly occupied by the Bay State Glass Company, and extends over Bridge Street to grounds of J. P. Squire & Co.

The structure has been erected wholly on made land, upon what was once the bed of Miller's River, and the mud underneath this made land is soft and deep. A rod of round iron, five-eighths of an inch in diameter, was easily forced down near the structure, by one man, in my presence, its entire length, twelve feet, without striking hard bottom.

The difficulty of building a secure single-post structure on this foundation has, of course, been much greater than it would have been on ordinary solid land.

In addition to this natural difficulty, Captain Meigs has purposely introduced artificial obstacles in his track, for the purpose of showing that he can run his trains around curves of less radius, and on grades of greater elevation, than are now practicable on ordinary steam motor railways, and can safely pass horizontal or vertical angles in the track of very considerable deflection. One of his curves makes an entire semi-circle, with a fifty-foot radius, on a grade of 120 feet to

the mile, and another turns nearly a quarter-circle, with a radius of fifty feet, on a grade of 345 feet to the mile.

The construction of the track is simple, and the question of its strength and safety is easily determined.

The entire structure consists of a single line of girders supported on a single line of posts; the two rails on which the bearing wheels supporting the load run, being placed on the upper outside corners of the lower boom of the girder, and the two rails that resist the pressure of the horizontal driving and guiding wheels, being placed on the outer sides of the upper boom of the girder.

The problems to be solved are, first, as to the strength of girder for sustaining a vertical load represented by the fixed weight of the girder and the moving weight of the train passing over it, and for resisting the horizontal strains and twists that may come either from the grip of the driving wheels, or the momentum of the train, or the action of wind; and second, as to the strength of the posts for sustaining the weight of girders and trains, and their stability and power of resistance against side pressure, caused by momentum or wind blowing upon the side of the train.

The railway company has submitted to my examination extensive and thorough computations, made by engineers in their employ, to show the force of these various strains, and the amount and form and quality of material required in the girders and posts, to safely resist and bear the loads and strains to which they are or may be subjected.

These computations show that the structure, as built, is, theoretically, of ample strength and stiffness, under all circumstances, to safely carry the train; and the numerous trips that I have myself made over it, with the locomotive and cars, practically verify these theoretical calculations.

But for the purpose of more tangible verification, I caused one of the longer girders to be loaded, in my presence, with a known weight, of nearly double the amount that could be brought upon it by the train, and noted myself the results by gauges arranged to show the deflection. The girder experimented upon is about forty-six feet long, and its lower boom is about eighteen feet above the surface of the ground.

Two large iron cylinders (rendering tanks), laid on cross timbers, were suspended under the exact middle of the girder by means of a heavy chain passing over the upper boom. The tanks were then filled with water, making an aggregate weight of water, tanks, chain and timber of 60,187 pounds, or about thirty net tons, equal to a distributed weight of sixty tons upon the girder, — a load greatly in excess of any that could ever be put upon it by the train. The de-

pression of the girder at its centre under this load was seven-sixteenths of an inch; and on removing the load the girder sprang back to its original position.

To test practically the power of the girder to resist lateral strains arising from pressure of wind and unbalanced loads computations have been made, based upon the force of a hurricane blowing 110 miles an hour, squarely against the side of the train, when the load is out of balance by passengers being at same time all on the leeward side of the car. And the side pressure on a girder, arising from these extreme conditions, is computed to be equal to about  $4\frac{1}{10}$  tons. By means of a cable attached to the centre of a girder and passing horizontally over a loose pulley in the top of a shear, and suspending vertically a platform loaded with pig iron, I applied a force of  $5\frac{2}{10}$  tons, to pull the girder sideways; being an excess of 20 per cent. over the computed extreme force of combined hurricane and unbalanced load. The side deflection of the girder at its middle, caused by this pressure of  $5\frac{2}{10}$  tons, was three-eighths of an inch. This pressure caused the posts supporting the girder under test to bend at their tops one-half inch. On removing the weight the girder and posts sprang back to their original positions.

As the iron posts are of good design and well built, and securely fixed in place by foundations of timber and concrete, and have stood the pressure and strain of the train passing over them at frequent intervals for some months, I consider them satisfactory, and that no further test of their strength is necessary. The method of filling them with concrete, so arranged as to mainly take the weight, instead of leaving it to be supported by the iron shell, is especially commendable.

The wooden posts now in use on the low part of the structure answer very well for experimental purposes; but in a line intended for city traffic, I should advise that iron posts, filled with concrete, be adopted in all cases.

The structure of this experimental piece of railway, as now submitted to my examination, is, in my opinion, safe, and sufficiently strong, except in the plate angle iron rails on the lower boom of the girder, which have proved too light, and are about to be replaced with heavier ones.

It contains, however, objectionable curves and grades and angles, purposely placed there for extreme tests, to show what obstacles may be overcome, if necessity compels them to be encountered, and to find out what changes may be desirable in the proportions of the machinery. In my opinion, these extreme features should be eliminated, and, wherever possible, kept out from any line intended for business purposes.

The motive power and rolling stock submitted to my examination



consists of a locomotive, weighing about thirty tons ; a tender, weighing about fourteen tons ; and a passenger car, weighing about seventeen tons ; making up a train of about sixty-one tons aggregate weight when empty.

Excepting the distinctive running gear, or trucks, of this railway system, the general features of the motive power and rolling stock correspond to, or are supposed improvements upon, the locomotives and cars of ordinary steam railways.

A cylindrical shape has been adopted for all the equipment, for which shape peculiar advantages are claimed as to safety, convenience and economy, and particularly as to offering less resistant surface to the wind.

The car is more elegant and commodious internally than ordinary cars, and being largely built of metal, instead of wood, is safer as regards fire, or as regards splinters in case of accident. The turntable arrangement of the trucks also seems stronger and safer than the trucks now in common use.

The leading features of the system centre in the trucks. They are constructed to straddle the girder, so that if all the bearing wheels were knocked off, the fall of the truck would not be over two or three inches on to the top boom of the girder, on which it would slide or rest. The wheels that bear the weight, instead of being placed in the ordinary upright position, are fixed at an angle of about forty-five degrees from the vertical plane ; the bearing face of the wheels being grooved to fit down upon the angle iron supporting rail on the upper corners of the lower boom of the track girder, so as to bear both downward and inward on the rail. Each wheel has its own independent axle securely fixed in the iron jaw of the truck at right angles to the plane of the wheel. By this arrangement, the axle strains and the slipping of wheels on curves, so troublesome in wheels and axles of the ordinary construction, is wholly avoided ; and it becomes possible to use sharper curves in the track than have ever before been practicable. Each truck has also two horizontal guide wheels, bearing against the rails on the sides of the upper boom of the track girder, to prevent the truck from swaying.

As the sustaining rails of the track on the lower boom of the girder are but twenty-two and one-half inches gauge, and the wheels stand sloping outward from these rails on an angle of about forty-five degrees, the first appearance of the rolling stock to a casual observer is one of extreme instability. But upon investigation and practical test this appearance is found to be deceptive. Careful mathematical and mechanical analysis of the arrangement of the wheels and axles shows the plan to be theoretically correct, and that, as a matter of fact, this arrangement of trucks, upon properly constructed girders, is

more stable and more safe than the trucks of ordinary rolling stock upon the ordinary railroad tracks.

For the purpose of testing the safety of these trucks in the event of accident, I caused one wheel to be removed from a truck under the car, so that the car would be in the condition of losing a wheel by breakage while in motion. The train was then run over the track with one wheel gone. There was no perceptible tipping of the truck on account of the absence of this wheel, and no apparent tendency to derailment. The absence of the wheel would not be noticeable to passengers in the car.

I also caused a section of the supporting rail and timber of one side of a lower boom to be cut away and removed, leaving an open gap of about six feet in the track. The car was then pushed over this gap, and, of course, became derailed; but it only dropped about two inches, and slid along on the upper boom as securely as if on its wheels. The centre of gravity being but little above the boom on which the car rested, the side wheels and truck jaws held the car effectually in horizontal position with very little strain. Apparently a derailed car, on this system, could not tip over; which cannot be said of ordinary railroad cars on the ordinary railroad tracks.

The locomotive has some minor novelties of construction besides the truck arrangement above alluded to, not necessary here to describe; but its main features are, the horizontal driving wheels which pull the train by side pressure on the rails of the upper boom of the girder, and the hydraulic attachment by which the pressure or adhesion of these driving wheels upon the rails is created, maintained and regulated at will by the engine-driver.

This motor has accomplished some remarkable feats. It draws itself and the attached train with apparent ease and at great speed around sharper curves and up heavier grades than the ordinary locomotive can pass. But being the first of the kind ever built of full size, and having been from the outset put at work on a track purposely planned to bring out in this experimental stage any existing weakness of design (through trial on unusual grades and curves and angles, requiring machinery of great perfection and power to overcome these extraordinary obstacles), it has, as might be expected, proved weak in some of its minor proportions, and there has been more or less breakage in the strained parts. All the defects thus far developed seem, however, to be susceptible of easy remedy, and no doubt, in future construction, the proportions of the parts will be greatly improved.

With so radical a departure from the ordinary mode of applying locomotive power, it is only to be expected that perfect proportions will develop slowly and out of the results of extended use or prac-

tical experiments. This is but the usual rule applying to all inventions.

The result of my investigations may be summed up as follows:—

The experimental section of the Meigs Elevated Railway now in use at East Cambridge is, in my opinion, abundantly strong for its intended use as an elevated railway track, and is safe for the passage of its equipment.

The rolling stock and motive power used thereon is also strong and safe for its intended use, no breakage having occurred, or being likely to occur, that could imperil personal safety either in or out of the cars.

A line of railway properly constructed on this principle for passenger or freight traffic, and equipped with such rolling stock and motive power, on this principle, as the Meigs Company is now prepared to perfect and build, would, in my opinion, be at least as strong and safe for any kind of traffic as the ordinary surface or elevated steam railways now in common use.

In view, however, of the imperative necessity for the best class of design and construction in everything appertaining to an elevated railway, I think it would be wise for the State of Massachusetts, through its Board of Railroad Commissioners, or otherwise, to regulate the strength and design of all materials used in construction, and the weight and design of equipment to be run, etc., as is done by New York through its "Rapid Transit Commission" for elevated railroads in that State.

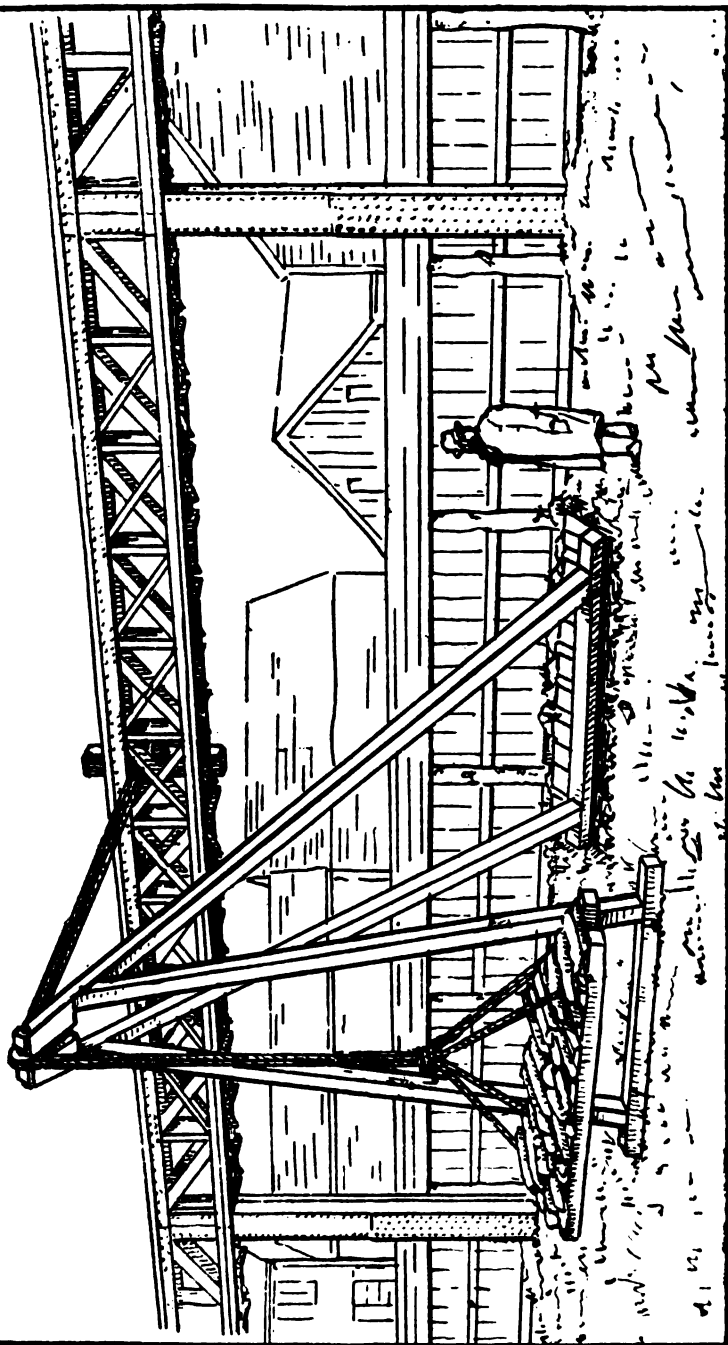
I attach to this report some sketches, kindly furnished by Captain Meigs, showing a perspective and a sectional view of his track and equipment, and the methods used by me for applying the weight and pressure tests to the girders and posts.

Respectfully, your obedient servant,

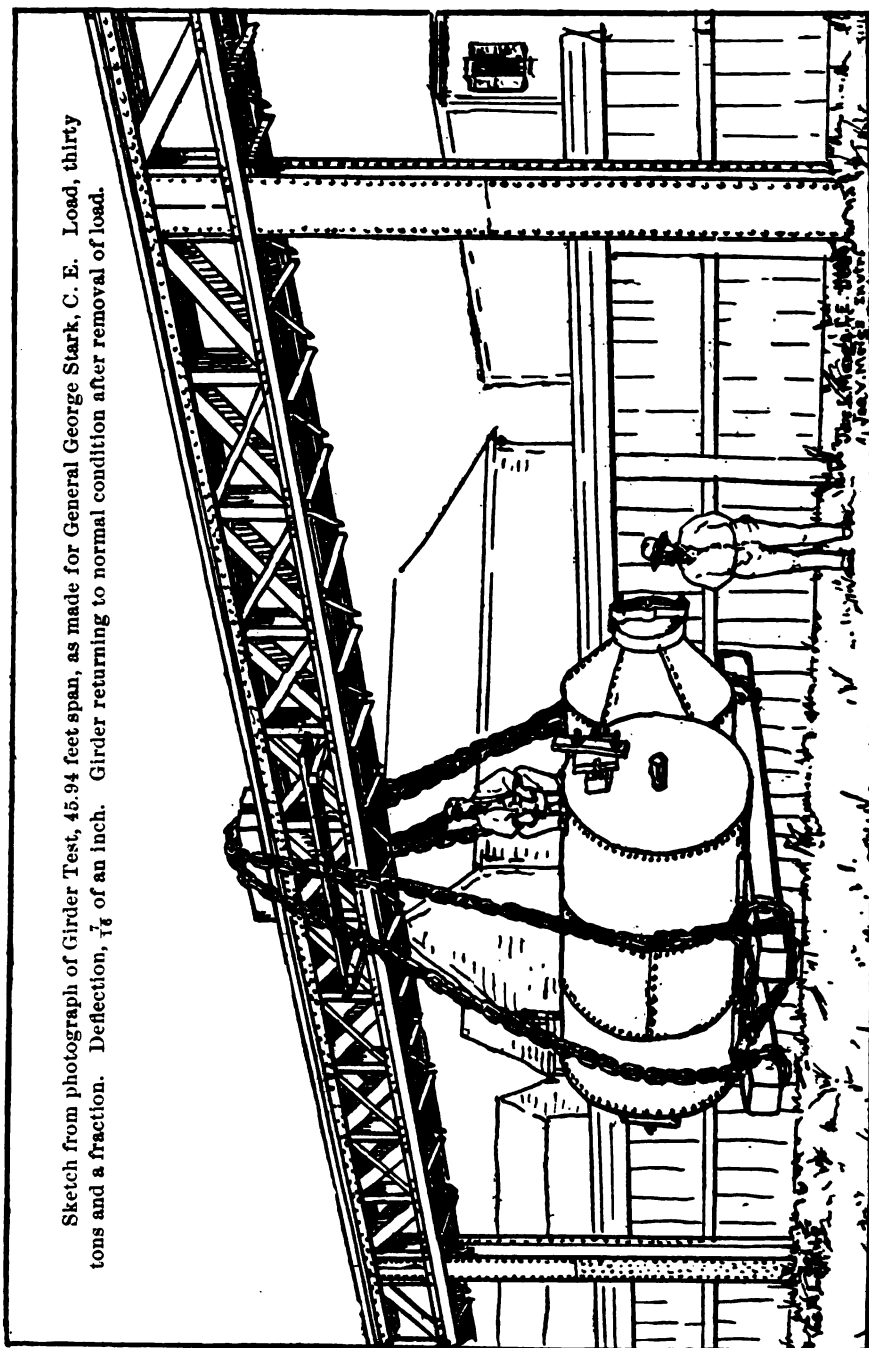
GEORGE STARK,  
*Civil Engineer.*

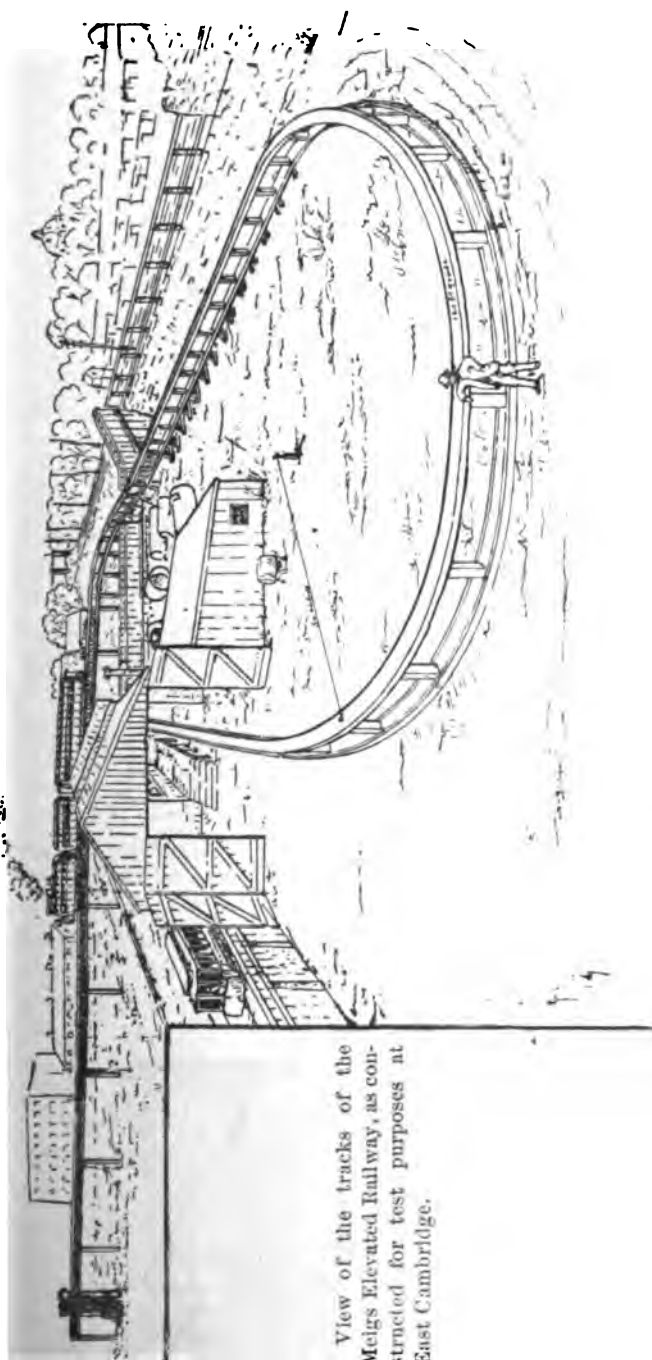
DEC. 23, 1886.

Sketch of photograph of Test of Girder, 45.94 feet span, as made for General Stark. The same as if a wind were blowing at 33 lbs. per square foot against the walls of the car. The girder deflected  $\frac{3}{8}$  of an inch; posts deflected  $\frac{1}{2}$  inch: returning upon removal of load to normal position. This would be a wind effect of a hurricane blowing 110 miles an hour

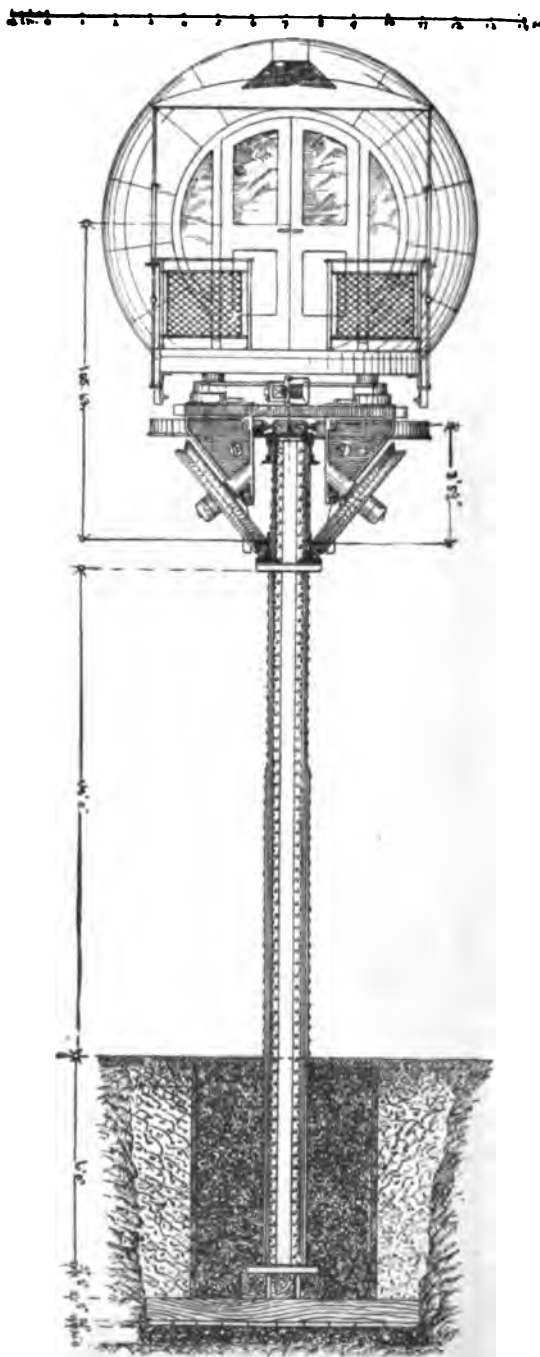


Sketch from photograph of Girder Test, 45.94 feet span, as made for General George Stark, C. E. Load, thirty tons and a fraction. Deflection,  $\frac{7}{8}$  of an inch. Girder returning to normal condition after removal of load.





View of the tracks of the  
Meigs Elevated Railway, as con-  
structed for test purposes at  
East Cambridge.



The above cut is an end representation of the car upon the track, — its trucks, the post, and its setting.

[J.]

OFFICE OF MARTIN ANTI-FIRE CAR-HEATING CO.,  
DUNKIRK, N. Y., Jan. 3, 1887.

Judge RUSSELL, *Chairman of Board Railroad Commissioners, Boston, Mass.*

DEAR SIR: — In describing our system and its work, permit me to state that we put a dry pipe in the steam dome of the locomotive, connecting it to a valve in the cab; near that valve we put a reducing-valve, automatic in action, — with it we reduce the steam to any pressure desired; from said reducing-valve we run a pipe through the floor of the cab and attach to it our metallic couplings. At the front of tender and under it we fasten a joint, then run a pipe from it to another joint at furthest end of tender, through which we transmit the steam for the train. That pipe is carefully covered to avoid condensation.

We run a main pipe under each car. At the centre of car we take the steam in on each side of the aisle, under the seat; there we put a valve, so as to admit or close out the steam. After the steam once enters the car no water from condensation can get to the supply pipe, as each car drips its water away as soon as formed.

Thus we can shut off any car on the train without affecting any other car. Should they have a car on the train sealed, or not in use, we simply use its main pipe to transmit the steam to cars behind it. There is no water in pipe to freeze, as it is discharged as soon as formed; and a train can run all day without attention, other than controlling the temperature by opening, closing or cutting down close the two valves inside the car.

When a train goes out of service, all there is to do is simply to uncouple between cars, which can be done fully as quick as the air-brake can be uncoupled; then open a small valve in the end of trap. (This is not necessary, but we put it there as a matter of caution, so as to give free vent to the air when steam is put in the train.)

Of course the time for heating up train depends upon the length of the train. It takes but a very few minutes on five cars to put steam through them, — from five to ten minutes. After once through, in



zero weather I believe thirty minutes plenty of time to make the train comfortable.

However, the train on Boston & Albany is heated in Boston in about twenty minutes ; and it is always comfortable, with a splendid atmosphere, because there are no gases to escape, and a free ventilation is maintained, with the heat evenly distributed.

We have yet to find an engineer who claims to be able to detect the loss of steam after pipes are once hot, and that is done when engine is standing still. In depots where they use steam for heating purposes they can attach cars on track in depot to steam plant, and warm them before the engine is out, if desired. On the Cleveland, Columbus, Cincinnati & Indianapolis Railroad they have not had to pay out any money for repairs, though they have run one train two years and two other trains one year. It is generally admitted by those who use it, that for economy, efficiency and safety it surpasses any system known. Against those three things, of course, roads must put the fact that they must make some minor changes in operating, such as heating cars before the engine comes, or set the engine out long enough before, to heat the train. When once heated, a train will run from thirty minutes to one hour with steam cut off, — the pipes being hot, — without the passengers experiencing any inconvenience. We believe we can heat from eight to ten cars from an engine without any material damage to its motive power, — perhaps more ; I do not know.

I believe there is no reasonable limit in ability to heat if steam is furnished. You understand high steam, cut down to a pressure of five or six pounds, has many more degrees of heat in it than five pounds of low steam ; therefore it heats more and lasts longer than low steam, thus requiring less to do the work. I can regulate it in each car so that every car in the train will have a uniform pressure and temperature.

It is now in successful operation on the Dunkirk, Allegheny Valley & Pittsburgh R.R., Boston & Albany Railroad, and we are now putting it on Long Island Railroad and Chicago, Milwaukee & St. Paul Railroad.

Last, but to me not least, we have never had to take it off a train or car, once put on. Every railroad patronizing us has called for more.

I think of nothing more now, unless it is that our business is growing, and we anticipate a successful trade during this next year.

Any particular questions you may think of and desire answered, I shall be pleased to do, if in my power.

Yours very respectfully,

WM. MARTIN,  
*President.*

[K.]

## CIRCULARS.

COMMONWEALTH OF MASSACHUSETTS,  
BOARD OF RAILROAD COMMISSIONERS,  
No. 20 BEACON STREET,  
BOSTON, April 12, 1886.

*To the General Managers and Superintendents of the several Railroads in  
Massachusetts:*

Your attention is called to the law providing for the testing of locomotive boilers, Acts of 1882, chapter 73, and to the revised regulations adopted and published by the Board under that law, and herewith communicated to you.

You are requested to report, at your earliest convenience, the record of the tests made during the year preceding this date, and hereafter to report, as provided in the regulation numbered 5, to which your special attention is called.

Per order of the Board,

WM. A. CRAFTS,  
*Clerk.*

[ACTS OF 1882, CHAP. 73.]

[AN ACT to Provide for the Testing of Locomotive Boilers]

*Be it enacted, etc., as follows:*

SECTION 1. The board of railroad commissioners shall, as soon as may be, adopt, publish and communicate, to every corporation or person operating a railroad, or any portion of a railroad, in this Commonwealth, regulations for testing the boilers of locomotives.

SECT. 2. After three months from the publication of said regulations, any corporation or person using on a railroad in this Commonwealth a locomotive the boiler of which has not been tested as provided by said

regulations, shall be liable to a penalty of twenty dollars for every day of such use, to be recovered for the use of the Commonwealth by fine imposed on complaint before any court or magistrate of competent jurisdiction.

SECT. 3. Said board may from time to time revise said regulations, and when such revision has been communicated to any corporation or person operating a railroad or portion of a railroad in this Commonwealth, it shall have the same effect as to such person or corporation as if originally adopted by said board.

SECT. 4. Nothing in this act shall be construed to authorize the appointment by the board of any person to test locomotive boilers. All the testing of such boilers under the regulations of said board shall, when possible, be done by the master mechanic of the corporation, firm or person constructing or repairing such boilers, or using them on a railroad in this Commonwealth. [*Approved March 16, 1882.*]

#### REVISED REGULATIONS FOR THE INSPECTION AND TEST OF LOCOMOTIVE BOILERS.

[Adopted and published by the Board of Railroad Commissioners under the provisions of chapter 73 of the Acts of 1882.]

1. All boilers for locomotives before going into service must be subjected to a hydraulic pressure of 150 pounds per square inch.

2. The water must be heated to near the boiling point.

3. This test must be repeated at least once a year.

4. The superintendent of motive power, master mechanic, or other proper agent of the company, will attend in person. He will remain outside while an assistant will examine the fire-box from the inside.

5. A record of all tests will be made, giving dates and anything worthy of mention, and reported to the Board, annually, between the first of January and the first of April.

6. Special examinations of the stay-bolts of locomotives in service should be made not less frequently than once in three months, and a record thereof, with dates of examination, included in the annual report of tests.

7. When these examinations are made, all the water must be drawn from the boiler, so that the vibration of the sheet may indicate any unsoundness of the stay-bolt when it is struck with the hammer.

The Board urgently recommends, in addition to these regulations, that the four upper rows of stay-bolts shall be drilled from the outside three-fourths of an inch in depth and three-sixteenths of an inch in diameter.

WM. A. CRAFTS, .

*Clerk.*

Boston, April 10, 1886.

[Blanks for reports of boiler tests may be had at the office of the Board, and will be forwarded on application.]

COMMONWEALTH OF MASSACHUSETTS,  
BOARD OF RAILROAD COMMISSIONERS.

Attention is called to chapter 120 of the Acts of 1886, entitled "An Act for the Protection of Railroad Employees."

This act provides that every railroad corporation operating a railroad, or any part of a railroad, in this State, shall, before the first of next January, adjust, fill or block its frogs, switches and guard-rails, so as to prevent the feet of employees from being caught therein.

The general delay or neglect to act in this matter would seem to show that railroad managers have forgotten that this work must be completed before the new year.

WM. A. CRAFTS,

*Clerk.*

*To the Managers of the Railroads of Massachusetts.*

COMMONWEALTH OF MASSACHUSETTS,  
BOARD OF RAILROAD COMMISSIONERS,  
No. 20 BEACON STREET.

RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS, UNDER  
SECTION 93, CHAPTER 112, PUBLIC STATUTES, IN REGARD TO RECORDS OF RAILROAD LOCATIONS, AND THE MANNER OF KEEPING THE SAME.

RULE 1. Location maps shall be made upon a scale of not less than four hundred feet to the inch, upon cloth-backed paper, and shall be firmly bound for record in books eighteen (18) inches from top to bottom, and thirty (30) inches from back to front.

RULE 2. Said maps shall show the courses of the tangents and the radii of the curves of the centre line of the railroad in question; the widths of land taken, specifying such width on each side of the centre line; also the courses of the division lines between the lots over which the location is made, and the distance between them on the centre line. Where but one track is laid, the position of such track with reference to the centre line shall also be shown, in order that the boundaries of land may hereafter be determined by measurements from the track as laid, if the same shall not have been changed. Where two tracks are laid, it may be presumed that the centre line is midway between them. NOTE.—The *courses* called for above may be either *magnetic* or *true*, but the maps and descriptions must specify which are given.

RULE 3. The description in writing must in all cases correspond with the map, and the two taken together must have the substantial certainty and precision of a deed. (2 Gray, 580.)

RULE 4. The location shall be certified by the directors of the corporation, or by the president, if authorized by a vote of said directors.

RULE 5. The location, when deposited with the clerk of the county commissioners, shall be kept for preservation and convenient reference in the office of said clerk, in a cabinet used exclusively for that purpose, and furnished with shelves sufficient to allow at least one separate shelf for the maps of each corporation owning a railroad within the county.

RULE 6. A book shall be kept in the office of each clerk, in which shall be recorded the name of every location, the time when it was filed, and the shelf where it is deposited.

RULE 7. No location, after it has once been filed, shall be taken from the office of the clerk for any purpose except upon the order of a court or other proper authority.

Per order,

WM. A. CRAFTS,  
*Clerk.*

NOVEMBER, 1886.

## [L.]

## EXPENSES OF OFFICE.

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Rent of office, . . . . .	\$2,500 00
Messenger and care of office, . . . . .	500 00
Experts and other agents, . . . . .	285 70
Printing blanks and circulars, and binding, . . . . .	251 68
Witness fees and expenses of hearings, . . . . .	156 17
Postage, telegrams and express, . . . . .	129 16
Stationery and Directory, . . . . .	103 31
Railroad publications and newspapers, . . . . .	66 75
Copying reports, . . . . .	37 40
Ice, gas and wood, . . . . .	27 05
Watering street, . . . . .	15 00
Sundry incidentals, . . . . .	34 10
	<hr/>
	\$4,106 32

## BOARD OF RAILROAD COMMISSIONERS.

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THOMAS RUSSELL, Boston, <i>Chairman</i> , . . . . .	Term expires July, 1888
EDWARD W. KINSLEY, Boston, . . . . .	" " July, 1887
EVERETT A. STEVENS, Boston, . . . . .	" " July, 1889

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*Clerk* — WILLIAM A. CRAFTS, Boston.

*Accountant* — FRED E. JONES, Boston.



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**TABULATED STATEMENT**

**OF**

**RAILWAY AND RAILROAD**

**RETURNS.**

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[143]



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STEAM RAILROADS.

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\* Operating the Berkshire, Stockbridge &amp; Pittsfield and W. Stockbridge Railroads.

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\* Makes special report to the Legislature.

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Passenger Earnings, . . . . .	95	220
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Total Transportation Earnings, . . . . .	97	220
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## ABSTRACT OF STREET RAILWAY RETURNS.

STREET RAILWAYS.		CAPITAL STOCK, DEBT, ETC.						
		1.—Capital Stock paid in.	2.—Num-ber of Stock-holders.	3.—Funded Debt.	4.—Unfunded Debt.	5.—Gross Debt.	6.—Cash and Cash Assets.	7.—Net Debt.
1	Acushnet, . . . . .	\$111,600 00	58	—	\$32,773 97	\$32,773 97	\$1,663 28	\$28,110 69
2	Albany Street Freight, . . . . .	50,000 00	8	—	—	—	720 85	—
3	Arlington, . . . . .	13,600 00	24	—	—	—	—	—
4	Brockton, . . . . .	150,000 00	77	\$80,000 00	10,000 00	90,000 00	3,809 37	86,690 63
5	Black Rocks & Salisbury B'h, . . . . .	9,000 00	6	—	—	—	2,074 43	—
6	Boston & Chelsea, . . . . .	121,000 00	90	—	—	—	—	—
7	Boston Consolidated, . . . . .	1,700,000 00	800	850,000 00	450,223 00	1,300,223 00	541,802 23	758,420 77
8	Cambridge, . . . . .	1,600,000 00	738	600,000 00	46,560 28	645,560 28	50,961 02	594,599 26
9	Charles River, . . . . .	350,000 00	131	150,000 00	2,728 57	152,728 57	51,759 34	100,969 23
10	Citizens', . . . . .	100,000 00	8	—	47,506 56	47,506 56	11,043 82	36,462 74
11	Fitchburg, . . . . .	60,000 00	19	—	4,152 79	4,152 79	2,106 64	2,046 15
12	Globe, . . . . .	200,000 00	92	—	76,077 62	76,077 62	13,759 59	62,318 03
13	Gloucester, . . . . .	59,400 00	13	—	23,000 00	23,000 00	3,446 44	19,553 56
14	Haverhill & Groveland, . . . . .	32,000 00	29	—	113,500 00	113,500 00	3,281 16	110,218 84
15	Highland, . . . . .	850,000 00	390	450,000 00	199,025 12	649,025 12	146,009 42	503,015 70
16	Holyoke, . . . . .	25,000 00	46	—	14,000 00	14,000 00	1,387 69	12,612 31
17	Hoosac Valley, . . . . .	50,000 00	9	50,000 00	—	50,000 00	6,475 69	43,524 31
18	Lowell, . . . . .	100,000 00	102	—	6,072 00	6,072 00	20,979 34	—
19	Lowell & Dracut, . . . . .	7,550 00	54	—	—	—	5,995 32	—
20	Lynn & Boston, . . . . .	300,000 00	120	325,000 00	127,598 76	452,598 76	23,361 35	429,237 41
21	Malden & Melrose, . . . . .	165,500 00	51	—	—	—	—	—
22	Merrimack Valley, . . . . .	50,000 00	43	—	—	—	5,009 13	—
23	Metropolitan, . . . . .	2,000,000 00	1,086	1,457,442 12	125,620 89	1,583,063 01	261,258 74	1,321,804 27
24	Middlesex, . . . . .	850,000 00	486	400,000 00	236,713 44	636,713 44	319,995 30	316,718 14
25	Naumkeag, . . . . .	150,000 00	49	300,800 00	17,657 81	318,457 81	87,332 95	231,124 86

26	Natick & Cochituate, . . .	25,000 00	61	-	5,213 48	-	5,213 48
27	Newton, . . .	-	-	-	-	-	-
28	New Bedford & Fairhaven, . .	135,000 00	134	-	31,671 61	2,077 18	29,594 43
29	Newburyport & Amesbury, . .	60,000 00	28	44,000 00	5,040 00	5,492 95	43,517 05
30	Northampton, . . .	50,000 00	11	-	5,350 00	12 82	5,337 18
31	North Woburn, . . .	59,025 00	46	-	11,598 65	19,028 82	-
32	Onset, . . .	12,580 00	17	-	-	453 42	-
33	Pittsfield, . . .	33,390 00	46	-	6,460 47	713 19	5,747 28
34	Salem, . . .	†	-	-	-	94 69	-
35	Salem & Danvers, . . .	100,000 00	75	-	31,322 60	4,987 94	26,334 66
36	Somerville, . . .	153,000 00	119	-	-	-	-
37	South Boston, . . .	750,000 00	468	200,000 00	64,500 00	113,319 07	151,180 93
38	Springfield, . . .	150,000 00	63	-	39,389 87	15,564 01	23,825 86
39	Stoneham, . . .	33,000 00	13	-	-	1,007 15	-
40	Taunton, . . .	40,000 00	104	-	3,000 00	5,502 18	-
41	Waltham & Newton, . . .	30,000 00	89	-	16,400 00	1,257 52	15,142 48
42	Winnimmet, . . .	50,000 00	44	-	114 00	237 35	-
43	Worcester, . . .	40,000 00	28	40,000 00	50,454 56	5,836 56	84,618 00
.	Total,†	\$0,125,645 00	4,999	\$4,097,242 12	\$1,367,487 49	\$1,276,313 23	\$4,188,416 38

\* Chartered by special act, ch. 341 of 1886. Capital to be \$50,000, all of which has been subscribed in full, but none as yet paid in.

† The property and franchise of this company was sold to the Naumkeag Street Railway Co., June 1, 1886, and the companies have been consolidated.

‡ Not including Highland and Middlesex Companies.



## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		Cost of Road, Equipment, Etc.						
		8. — Road.	9. — Equipment.	10. — Land and Buildings.	11. — Other Property.	12. — Total Permanent Investments.	13. — Total Property and Assets.	
1	Acushnet, . . . . .	\$71,713 47	\$20,331 20	\$19,269 52	—	\$141,314 19	\$145,977 47	
2	Albany Street Freight, . . . . .	49,066 29	—	—	—	49,066 29	49,787 14	
3	Arlington, . . . . .	13,600 00	—	—	—	13,600 00	13,600 00	
4	Brookton, . . . . .	166,192 50	46,202 88	33,541 41	—	245,936 79	249,246 16	
5	Black Rocks & Salisbury Beach, . . . . .	5,866 33	2,400 00	380 00	—	8,646 33	10,720 76	
6	Boston & Chelsea, . . . . .	121,000 00	—	—	—	121,000 00	121,000 00	
7	Boston Consolidated, . . . . .	1,034,190 77	681,184 32	932,927 32	—	2,647,602 41	3,189,404 64	
8	Cambridge, . . . . .	1,104,887 31	518,920 14	614,229 70	—	2,238,037 15	2,288,998 17	
9	Charles River, . . . . .	224,125 01	144,477 74	70,706 11	\$1,351 60	440,680 46	492,419 80	
10	Citizens, . . . . .	95,442 08	29,338 83	14,749 88	—	139,525 79	150,769 61	
11	Fitchburg, . . . . .	49,602 27	11,324 10	4,285 58	—	65,211 95	67,318 59	
12	Globe, . . . . .	189,242 31	53,900 00	39,093 87	—	282,236 18	295,995 77	
13	Gloucester, . . . . .	36,910 84	28,665 90	15,975 06	—	81,551 80	84,858 24	
14	Haverhill & Groveland, . . . . .	70,521 45	47,041 88	21,719 00	1,500 00	143,782 33	147,063 49	
15	Highland, . . . . .	424,042 68	449,835 36	418,936 22	66,500 00	1,359,314 26	1,505,323 68	
16	Holyoke, . . . . .	23,420 19	15,364 09	576 20	—	39,360 48	40,748 17	
17	Hoosac Valley, . . . . .	73,960 31	15,464 00	4,100 60	—	93,524 91	100,000 00	
18	Lowell, . . . . .	78,488 41	26,286 71	26,751 94	—	130,527 06	151,506 40	
19	Lowell & Dracut, . . . . .	1,554 68	—	—	—	1,554 68	7,510 00	
20	Lynn & Boston, . . . . .	447,381 66	185,094 79	137,840 69	—	770,317 14	793,678 49	
21	Malden & Melrose, . . . . .	74,719 52	—	—	—	74,719 52	74,719 52	
22	Merrimack Valley, . . . . .	20,000 00	8,000 00	30,000 00	—	58,000 00	63,009 13	
23	Metropolitan, . . . . .	1,643,530 85	961,116 75	1,139,809 01	350,000 00	4,094,456 61	4,355,716 35	
24	Middlesex, . . . . .	618,545 29	265,049 38	280,074 68	—	1,163,669 35	1,483,664 65	
25	Naumkeag, . . . . .	247,387 17	115,677 34	52,097 55	—	415,162 06	502,495 01	

26	Natick & Cochrutuate, . . . . .	21,550 00	8,276 00	4,500 00	-	34,326 00	34,326 00
27	Newton, . . . . .	-	-	-	-	-	-
28	New Bedford & Fairhaven, . . . . .	111,525 08	49,899 63	39,259 04	-	200,713 65	202,790 83
29	Newburyport & Amesbury, . . . . .	80,761 43	23,431 85	10,850 00	-	115,043 28	120,536 23
30	Northampton, . . . . .	36,000 00	7,927 50	4,375 00	-	48,302 50	48,315 32
31	North Woburn, . . . . .	51,311 93	8,327 66	8,485 65	-	68,075 24	87,104 06
32	Onset, . . . . .	6,039 34	6,748 42	350 53	-	13,198 29	13,591 71
33	Pittsfield, . . . . .	23,033 68	12,445 36	5,497 45	-	40,976 48	41,689 67
34	Salem, . . . . .	-	-	-	-	-	94 69
35	Salem & Danvers, . . . . .	61,260 41	43,406 22	24,090 65	-	128,757 28	133,745 22
36	Somerville, . . . . .	153,000 00	-	-	-	153,000 00	153,000 00
37	South Boston, . . . . .	302,738 14	308,646 04	349,755 94	10,000 00	971,140 12	1,084,459 19
38	Springfield, . . . . .	103,159 40	46,573 06	77,553 13	-	227,685 59	243,249 60
39	Stoneham, . . . . .	33,600 00	9,759 86	3,429 83	1,629 00	48,418 69	49,425 84
40	Taunton, . . . . .	22,000 00	14,000 00	7,000 00	-	43,000 00	48,502 18
41	Waltham & Newton, . . . . .	37,493 41	8,724 37	3,448 88	-	49,666 66	50,924 18
42	Winnisimmet, . . . . .	50,000 00	-	-	-	50,000 00	50,237 35
43	Worcester, . . . . .	104,680 88	47,318 95	42,959 73	-	195,459 56	201,296 12
Total,* . . . . .		\$7,040,957 12	\$3,536,670 48	\$3,741,288 67	\$364,480 60	\$14,683,396 87	\$15,359,710 10

\* Not including Highland and Middlesex Companies.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		PROPERTY ACCOUNTS: ADDITIONS AND REDUCTIONS DURING THE YEAR.					
		14.—Construction.	15.—Equipment.	16.—Other Property.	17.—Total Additions.	18.—Reductions.	19.—Net Additions.
1	Acushnet.	\$17,296 64	\$17,825 85	\$2,674 90	\$37,737 39	—	\$37,737 39
2	Albany Street Freight,	—	—	—	—	—	—
3	Arlington,	—	—	—	—	—	—
4	Brockton,	5,648 62	5,409 44	17,334 59	28,392 65	—	28,392 65
5	Black Rocks & Salisbury Beach,	560 99	—	—	560 99	—	560 99
6	Boston & Chelsea,	—	—	—	—	—	—
7	Boston Consolidated,*	—	4,805 00	166,716 42	171,521 42	38,505 42	133,016 00
8	Cambridge,	2,343 52	25,430 68	245 50	28,519 70	5,460 00	23,059 70
9	Charles River,	4,858 31	8,096 66	137 94	13,092 94	6,461 50	6,631 44
10	Citizens,	95,442 08	29,333 83	14,749 88	139,525 79	—	139,525 79†
11	Fitchburg,	49,602 27	11,324 10	4,285 58	65,211 95	—	65,211 95†
12	Globe,	48,561 16	7,518 29	1,477 12	57,559 57	9,736 12	47,823 45
13	Gloucester,	36,910 84	28,565 90	15,975 06	81,451 80	—	81,451 80†
14	Haverhill & Groveland,	48,948 82	38,170 52	17,733 93	104,903 27	4,511 27	100,392 00
15	Highland,†	15,651 90	16,784 48	561 95	32,998 33	—	32,998 33
16	Holyoke,	8,910 41	4,213 50	576 20	13,700 11	—	13,700 11
17	Hoosac Valley,	73,960 31	15,464 00	4,100 00	93,524 31	—	93,524 31†
18	Lowell,	5,046 96	3,941 00	—	8,987 96	2,200 00	6,787 96
19	Lowell & Dracut,	1,554 68	—	—	1,554 68	—	1,554 68\$
20	Lynn & Boston,	40,099 81	25,065 40	24,159 83	89,325 04	25 00	89,300 04
21	Malden & Melrose,	—	—	—	—	—	—
22	Merrimack Valley,	—	—	—	—	—	—
23	Metropolitan,	23,970 79	8,209 88	300,000 00	332,180 67	151,145 04	181,035 63
24	Middlesex,†	10,471 85	11,292 50	2,375 00	24,142 35	375 00	23,767 35
25	Naumkeag,	44,963 95	37,128 51	108,401 29	190,493 75	—	190,493 75

26	Natick & Cochituate, . . . . .	-	1,496 00	1,000 00	2,496 00	170 00	2,326 00
27	Newton, . . . . .	-	6,276 69	6,924 14	28,107 62	90 00	28,017 62
28	New Bedford & Fairhaven, . . . . .	14,906 79	28,431 85	-	28,431 85	-	28,431 85
29	Newburyport & Amesbury, . . . . .	-	1,096 90	275 00	1,371 90	10,150 00	8,778 10 <sup>d</sup>
30	Northampton, . . . . .	-	6,115 91	7,193 00	42,302 00	288 00	42,014 09
31	North Woburn, . . . . .	28,993 18	6,748 42	350 53	13,138 29	-	13,138 29 <sup>†</sup>
32	Onset, . . . . .	6,039 34	12,445 35	5,497 45	40,976 48	-	40,976 48 <sup>†</sup>
33	Pittsfield, . . . . .	23,033 68	-	-	-	-	-
34	Salem, . . . . .	-	11,345 82	10,200 13	23,197 79	800 00	22,397 79
35	Salem & Danvers, . . . . .	1,651 84	-	-	-	-	-
36	Somerville, . . . . .	-	18,831 80	-	18,831 80	-	18,831 80
37	South Boston, . . . . .	-	7,054 98	17,756 79	35,681 03	-	35,681 03
38	Springfield, . . . . .	10,869 26	1,124 36	-	1,124 36	-	1,124 36
39	Stoneham, . . . . .	-	-	-	-	8,875 00	8,875 00 <sup>d</sup>
40	Taunton, . . . . .	-	980 00	-	980 00	-	980 00
41	Waltham & Newton, . . . . .	-	12,278 67	4,872 35	39,446 96	-	39,446 96
42	Winnisimmet, . . . . .	-	-	-	-	-	-
43	Worcester, . . . . .	22,295 94	-	-	-	-	-
	Total, . . . . .	\$613,039 97	\$407,806 29	\$735,624 58	\$1,786,470 84	\$233,762 35	\$1,552,608 49

† From Oct. 1, 1885, to Aug. 20, 1886.

\* Built during the year.  
† Built during the year.  
d Reduction.

\* For 41 days.  
† Under construction.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		REVENUE FOR THE YEAR.					
		20.—Passengers.	21.—Rents.	22.—Mail and Express.	23.—Sales of Manure.	24.—Other Sources.	25.—Total Income.
1	Acushnet, . . .	\$40,660 68	-	-	\$890 40	\$210 00	\$41,761 08
2	Albany Street Freight, . . .	*	-	-	-	612 00	612 00
3	Arlington, . . .	†	\$816 00	-	-	-	816 00
4	Brockton, . . .	64,763 07	-	-	874 19	1,323 60	66,960 86
5	Black Rocks & Salisbury Beach, . . .	5,937 94	-	-	-	-	5,937 94
6	Boston & Chelsea, . . .	†	7,260 00	-	-	-	7,260 00
7	Boston Consolidated, \$.	126,848 27	1,463 40	-	1,102 19	143 75	129,557 61
8	Cambridge, . . .	682,369 00	10,110 77	-	6,978 24	2,400 00	701,858 01
9	Charles River, . . .	133,234 20	-	-	1,613 05	1,110 96	135,958 21
10	Citizens', . . .	9,944 52	-	-	-	-	9,944 52
11	Fitchburg, . . .	6,683 27	-	-	39 58	-	6,722 85
12	Globe, . . .	103,206 66	-	-	1,022 88	260 00	104,489 54
13	Gloucester, . . .	14,556 98	-	-	1 50	50 00	14,608 48
14	Haverhill & Groveland, . . .	29,155 66	-	-	178 57	265 50	29,599 73
15	Highland,** . . .	518,689 32	1,961 26	-	2,025 21	44,149 77	566,825 56
16	Holyoke, . . .	14,817 89	-	-	137 00	184 92	16,139 81
17	Hoosac Valley, . . .	††	-	-	-	-	-
18	Lowell, . . .	80,722 31	-	-	575 00	729 98	82,027 29
19	Lowell & Dracut, . . .	††	-	-	-	-	-
20	Lynn & Boston, . . .	414,322 92	858 96	-	2,975 70	-	418,157 58
21	Malden & Melrose, . . .	††	-	-	-	-	-
22	Merrimack Valley, . . .	48,986 18	-	-	400 00	200 00	49,586 18
23	Metropolitan, . . .	1,945,195 67	38,484 30	-	10,945 90	8,908 32	2,003,534 19
24	Middlesex,** . . .	350,555 04	10,131 43	-	2,701 18	603 07	363,390 72
25	Naumkeag, . . .	134,763 74	1,343 94	-	1,583 46	6,222 15	143,913 29

26	Natick & Cochinuate,	12,180 76	-	\$138 67	150 00	247 40	13,016 83
27	Newton,	-	-	-	-	-	-
28	New Bedford & Fairhaven,	77,310 29	-	636 75	1,605 99	200 00	79,758 03
29	Newburyport & Amesbury,\$\$	8,148 79	4,950 00	-	-	1,878 46	14,377 25
	Lessee's Account,	19,033 51	-	-	240 00	604 87	19,378 38
30	Northampton,	12,757 74	-	212 30	150 00	-	13,120 04
31	North Woburn,	3,823 14	-	166 25	49 00	8 50	4,036 89
32	Onset,	2,303 14	-	-	-	-	2,305 14
33	Pittsfield,	5,562 05	-	-	-	-	5,562 05
34	Salem,		66 67	-	-	-	66 67
35	Salem & Danvers,	45,555 94	-	-	736 17	263 10	46,555 21
36	Somerville,	-	9,180 00	-	-	-	9,180 00
37	South Boston,	534,517 25	2,166 13	-	1,084 50	1,088 20	538,856 08
38	Springfield,	84,355 07	-	-	573 28	2,669 95	87,604 30
39	Stoneham,	18,170 65	-	240 00	184 75	26 67	18,622 07
40	Taunton,	26,255 71	-	-	-	-	26,255 71
41	Waltham & Newton,	11,449 72	-	50 00	100 00	-	11,599 72
42	Winnisimmet,	-	3,000 00	-	-	-	3,000 00
43	Worcester,	84,160 00	33 69	-	661 00	177 54	85,032 23
	Total,	\$5,670,999 08	\$91,826 55	\$1,733 97	\$39,584 74	\$74,438 71	\$5,878,583 05

\* Used only for freight. † Leased to and operated by the Cambridge. ‡ Leased to and operated by the Lynn & Boston.

§ For 41 days. || Commenced operating in July, 1886.

\*\* From Oct. 1, 1885, to Aug. 20, 1886. †† Road not completed and not in operation.

‡‡ Leased to and operated by E. P. Shaw until July, 1886, since operated by the company.

§§ Leased to and operated by the Naumkeag until June 1, 1886, when it was purchased and consolidated with the Naumkeag.

||| Leased to and operated by the Naumkeag.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		EXPENSES FOR THE YEAR.						
		STREET RAILWAYS.						
		36.—Repairs of Road-bed and Track.	37.—Repairs of Equipment.	38.—Repairs of Buildings.	39.—Renewal of Horses.	40.—Salaries, etc., General Office.	41.—Wages, etc., Employees.	42.—Providence.
1	Acushnet.	—	\$2,570 67	—	—	\$1,169 52	\$19,184 72	\$12,791 66
2	Albany Street Freight,	\$236 86	—	—	—	150 00	—	—
3	Arlington,	—	—	—	—	—	—	—
4	Brockton,	794 32	3,141 16	\$58 58	—	3,493 76	25,126 50	15,192 52
5	Black Rocks & Salisbury Beach,	560 99	161 52	—	—	2,297 85	758 35	229 21*
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Consolidated †	881 66	5,936 78	424 75	\$2,117 50	5,521 24	39,739 57	11,326 92
8	Cambridge,	29,686 76	38,952 30	3,116 48	22,363 70	13,202 56	263,238 74	110,451 39
9	Charles River,	304 81	14,404 80	275 58	—	4,436 16	69,120 49	31,796 33
10	Citizens,	—	339 80	—	25 00	1,062 00	2,983 94	1,617 08
11	Fitchburg,	—	66 85	—	—	374 19	1,470 04	723 94
12	Globe,	2,480 42	7,332 05	579 43	3,293 91	8,874 00	32,268 15	14,466 39
13	Gloucester,	486 68	538 72	—	—	117 00	6,538 18	3,296 53
14	Haverhill & Groveland,	1,676 92	1,790 81	145 00	400 00	1,700 00	8,237 00	4,893 62
15	Highland,†	12,935 76	43,746 85	8,981 63	23,370 50	15,666 67	223,077 23	87,422 99
16	Holyoke,	585 12	1,009 99	77 70	345 00	875 00	5,873 77	3,185 49
17	Hoosac Valley,	—	—	—	—	—	—	—
18	Lowell,	8,715 43	5,499 77	2,169 91	3,784 90	3,099 96	25,540 30	10,606 80
19	Lowell & Dracut,	—	—	—	—	—	—	—
20	Lynn & Boston,	28,977 97	36,901 51	1,464 08	23,581 17	10,649 84	158,906 41	60,173 24
21	Malden & Melrose,	—	—	—	—	—	—	—
22	Merrimack Valley,	10,456 24	4,631 39	—	2,520 00	1,700 00	14,270 71	7,523 90
23	Metropolitan,	66,382 35	175,016 00	37,470 37	56,398 00	29,399 98	851,463 43	289,353 96
24	Middlesex,†	15,395 01	28,752 70	2,194 86	17,178 00	16,756 20	119,286 90	61,666 34
25	Naukeag,	3,673 68	9,300 66	621 42	7,123 83	5,458 15	48,621 22	22,237 58

26	Natick & Cochituate, . . .	1,210 25	-	745 00	-	900 00	3,271 79	2,192 70
27	Newton, . . .	1,786 88	5,403 44	312 80	-	3,320 08	33,634 09	17,700 28
28	New Bedford & Fairhaven, . . .	1,753 34	-	-	-	513 19	1,813 38	1,339 12
29	Newburyport & Amesbury, . . .	529 83	261 32	-	-	-	5,622 32	4,278 85
30	Lessee's Account, . . .	1,791 16	1,198 00	43 63	-	1,000 00	3,282 00	2,539 94
31	Northampton, . . .	223 19	188 73	85 52	-	1,373 85	1,077 02	55 57
32	North Woburn, . . .	113 32	7 95	-	-	-	888 85	182 16*
33	Onset, . . .	-	129 60	-	-	250 00	2,250 00	972 00
34	Pittsfield, . . .	-	-	-	-	-	-	-
35	Salem, . . .	833 37	2,351 20	205 71	1,540 00	2,050 00	20,719 28	11,683 67
36	Salem & Danvers, . . .	-	-	-	-	-	-	-
37	Somerville, . . .	19,692 97	32,610 21	1,741 70	16,470 50	9,199 92	200,382 81	78,239 41
38	South Boston, . . .	6,591 53	5,673 79	393 86	1,652 50	4,875 00	27,087 34	13,654 28
39	Springfield, . . .	2,159 64	1,668 05	119 78	790 00	2,000 00	5,873 41	3,366 79
40	Stonham, . . .	3,276 57	2,660 31	360 66	-	1,200 00	6,907 85	5,333 29
41	Taunton, . . .	2,155 68	265 30	-	-	940 00	3,442 44	1,965 06
42	Waltham & Newton, . . .	-	-	-	-	-	-	-
43	Winnistumet, . . .	1,898 30	7,530 62	596 03	3,946 88	4,139 00	26,626 48	12,647 56
	Worcester, . . .	-	-	-	-	-	-	-
	<b>Total, . . .</b>	<b>\$228,247 01</b>	<b>\$440,542 94</b>	<b>\$62,134 57</b>	<b>\$193,225 55</b>	<b>\$152,764 62</b>	<b>\$2,257,584 71</b>	<b>\$905,046 07</b>

\* Coal, wood and water for dummy engine.

† For 41 days.

‡ From Oct. 1, 1886, to Aug. 20, 1886.



## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		EXPENSES FOR THE YEAR — Concluded.						
		STREET RAILWAYS.						
		32.—Taxes.	34.—Rents.	35.—Insurance.	36.—Injuries to Persons and Property.	37.—Other Expenses.	38.—Total Expenses.	39.—Percentage Expenses to Earnings.
1	Acushnet,	\$682 68	-	\$591 35	-	\$1,163 64	\$38,094 24	91
2	Albany Street Freight,	161 98	-	-	-	401 50	950 34	-
3	Arlington,	-	-	-	-	-	-	-
4	Brockton,	3,089 02	-	890 50	\$99 95	2,574 85	54,461 25	80
5	Black Rocks & Salisbury Beach,	130 32	\$300 00	-	-	399 36	4,837 60	-
6	Boston & Chelsea,	-	-	-	-	-	-	-
7	Boston Consolidated,*	-	2,274 72	-	50 00	2,917 79	71,190 93	55
8	Cambridge,	22,811 12	12,640 75	5,750 46	34,139 77	30,490 80	586,844 33	84
9	Charles River,	1,686 42	6,584 42	1,352 22	1,269 86	8,603 85	139,834 53	103
10	Citizens',	144 80	67 38	-	-	641 47	6,881 47	69
11	Fitchburg,	-	-	96 00	-	780 70	8,511 72	52
12	Globe,	3,442 72	-	978 33	763 57	8,076 56	77,555 53	74
13	Gloucester,	18 43	-	466 10	12 11	1,636 49	12,110 24	83
14	Haverhill & Groveland,	230 21	-	448 24	100 00	1,166 25	20,788 05	70
15	Highland,†	14,902 27	18,985 20	5,138 33	6,002 63	30,844 79	491,074 85	87
16	Holyoke,	290 79	-	134 98	-	1,212 91	13,590 75	90
17	Hoosac Valley,	-	-	-	-	-	-	-
18	Lowell,	1,348 76	-	848 17	1,108 95	4,061 60	66,784 05	81
19	Lowell & Dracut,	-	-	-	-	-	-	-
20	Lynn & Boston,	6,779 71	21,911 92	3,280 19	1,254 55	18,389 43	372,270 02	89
21	Malden & Melrose,	-	-	-	-	-	-	-
22	Merrimack Valley,	945 60	-	-	-	1,040 53	43,088 37	87
23	Metropolitan,	34,536 13	7,259 48	12,331 89	28,637 44	64,128 79	1,652,377 82	82
24	Middlesex,†	13,587 15	5,443 50	8,779 35	6,579 69	18,409 68	309,029 47	85
25	Naumkeag,	2,382 20	469 18	1,449 34	526 25	7,881 24	109,744 25	76

26	Natick & Cochituate, . . . . .	50 68	-	108 85	-	470 39	8,949 66	69
27	Newton, . . . . .	-	-	-	-	-	-	-
28	New Bedford & Fairhaven, . . . . .	1,954 75	-	622 19	602 61	4,076 62	72,069 64	90
29	Newburyport & Amesbury, . . . . .	216 54	-	-	-	1,869 42	7,504 99	-
	Lessee's Account, . . . . .	-	-	160 00	-	-	19,801 82	-
30	Northampton, . . . . .	84 59	-	-	-	1,548 67	12,202 84	93
31	North Woburn, . . . . .	-	-	26 39	22 00	529 71	8,581 48	87
32	Onset, . . . . .	-	-	58 75	-	42 40	1,293 43	-
33	Pittsfield, . . . . .	-	-	121 25	-	-	3,722 85	-
34	Salem, . . . . .	-	-	-	-	63 67	66 67	-
35	Salem & Danvers, . . . . .	1,566 69	1,405 45	147 95	7 00	2,223 22	45,233 54	97
36	Somerville, . . . . .	-	-	-	-	-	-	-
37	South Boston, . . . . .	15,898 29	11,470 99	2,902 48	10,114 61	29,877 45	428,601 37	80
38	Springfield, . . . . .	2,837 11	-	653 03	762 95	1,773 55	65,954 94	75
39	Stoneham, . . . . .	183 29	-	292 25	128 00	523 03	17,104 24	92
40	Taunton, . . . . .	442 52	-	261 61	-	1,683 35	22,126 16	84
41	Waltham & Newton, . . . . .	31 05	-	99 00	-	2,264 78	11,163 31	96
42	Winnisimmet, . . . . .	-	-	-	-	-	-	-
43	Worcester, . . . . .	920 33	-	630 00	253 88	4,272 82	63,461 90	75
	Total, . . . . .	\$131,356 15	\$38,813 08	\$43,619 29	\$92,435 85	\$256,038 31	\$4,851,808 15	83

\* For 41 days.

† From Oct. 1, 1885, to Aug. 20, 1886.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		NET INCOME, INTEREST, DIVIDENDS, ETC.						
		40. — Net Income.	41. — Interest Accrued.	42. — Dividends Declared.	43. — Per Cent.	44. — Balance for the Year.	45. — Surplus last Year	46. — Surplus Sept. 30, 1888.
1	Acushnet, . . . . .	\$3,666 84	—	\$2,000 00	2	\$1,666 84	\$63 34d	\$1,603 50
2	Albany Street Freight, . . . . .	338 34d	—	—	—	338 34d	125 48	212 86d
3	Arlington, . . . . .	816 00	—	816 00	6	—	—	—
4	Brockton, . . . . .	12,499 61	\$2,788 57	15,000 00	10	5,298 96d	14,535 12	9,246 16
5	Black Rocks & Salisbury Beach, . . . . .	1,100 84	—	—	—	1,100 84	974 09	2,074 48
6	Boston & Chelsea, . . . . .	7,260 00	—	7,260 00	6	—	—	—
7	Boston Consolidated,* . . . . .	58,966 68	645 81	—	—	57,720 87	131,460 77	189,181 64
8	Cambridge, . . . . .	115,013 68	29,168 13	80,000 00	5	6,845 55	37 592 34	43,437 89
9	Charles River, . . . . .	3,876 32d	6,236 14	—	—	10,112 46d	***196 31	10,308 77d
10	Citizens', . . . . .	3,063 05	—	—	—	3,063 05	—	3,063 05
11	Fitchburg, . . . . .	3,211 13	45 33	—	—	3,165 80	—	3,165 80
12	Globe, . . . . .	26,934 01	1,764 74	10,000 00	5	15,169 27	4,748 88†	19,918 15
13	Gloucester, . . . . .	2,498 24	—	—	—	2,498 24	—	2,498 24
14	Haverhill & Groveland, . . . . .	8,811 68	628 75	2,560 00	8	5,622 93	5,540 56	11,563 49
15	Highland,† . . . . .	75,750 71	31,651 38	60,000 00	8	15,900 67d	22,199 23	6,298 56
16	Holyoke, . . . . .	1,549 06	87 13	1,000 00	4	461 93	1,286 24	1,748 17
17	Hosac Valley, . . . . .	—	—	—	—	—	—	—
18	Lowell, . . . . .	15,243 24	97 50	5,994 00	6	9,151 74	36,282 66	45,434 40
19	Lowell & Dracut, . . . . .	—	—	—	—	—	—	—
20	Lynn & Boston, . . . . .	45,887 56	19,536 66	24,000 00	8	2,350 90	38,728 83	41,079 73
21	Malden & Melrose, . . . . .	—	—	—	—	—	—	—
22	Merrimack Valley, . . . . .	6,497 81	—	3,000 00	6	3,497 81	9,511 92	13,009 13
23	Metropolitan, . . . . .	351,166 37	82,395 73	120,000 00	8**	148,760 64	††623,891 70	772,652 34
24	Middlesex,† . . . . .	54,861 25	34,332 87	60,000 00	7†	29,471 6 d	26,422 83	3,048 79d
25	Namkeag, . . . . .	34,169 04	6,640 20	15,400 00	2††	12,128 84	21,508 36	34,037 20

36	Natick & Cochituate, . . .	4,067 17	333 83	-	3,733 84	378 68	4,112 52
27	Newton, . . .	-	-	-	-	-	-
28	New Bedford & Fairhaven, . . .	7,683 39	921 24	-	6,762 15	29,357 07	36,119 22
29	Newburyport & Amesbury, . . .	7,472 26	310 05	-	7,162 21	4,384 02	11,496 23
	Lessee's Account, . . .	6,076 56	-	-	6,076 56	-	6,076 56
30	Northampton, . . .	917 70	-	-	917 70	7,952 38d	7,034 68d
31	North Woburn, . . .	505 41	-	-	505 41	-	505 41
32	Onset, . . .	1,011 71	-	-	1,011 71	-	1,011 71
33	Pittsfield, . . .	1,839 20	-	-	1,839 20	-	1,839 20
34	Salem, . . .	-	-	-	-	-	-
35	Salem & Danvers, . . .	1,321 67	702 99	-	5,881 32d	7,803 94	1,922 62
36	Somerville, . . .	9,180 00	-	6½	-	-	-
37	South Boston, . . .	110,254 71	11,923 57	6	38,331 14	\$31,628 05	69,959 19
38	Springfield, . . .	21,549 36	653 12	8	8,996 24	44,863 49	53,859 73
39	Stoneham, . . .	1,517 83	-	12	2,442 17d	18,868 01	16,425 84
40	Taunton, . . .	4,129 55	61 00	6	1,668 55	\$53,833 63	5,502 18
41	Waltham & Newton, . . .	436 41	-	-	436 41	4,087 77	4,524 18
42	Winnisimmet, . . .	3,000 00	-	6	-	-	-
43	Worcester, . . .	21,570 33	4,515 48	-	17,054 85	53,786 71	70,841 56
	Total, . . .	\$1,026,774 90	\$235,489 72	5.4	\$297,265 18	\$1,165,937 75	\$1,453,602 92

\* For 41 days. † From Oct. 1, 1885, to Aug. 20, 1886. ‡ \$9,736.12 deducted for depreciation in Property Accounts.

§ \$14,385.10 deducted for depreciation. ¶ \$2,200 deducted for depreciation in cars; \$2,575 added for subscription for Middlesex St. extension.

‡ \$22,328.46 deducted for renewal of stable buildings. \*\* On \$1,500,000 of Capital Stock.

†† \$110,000 deducted for depreciation in buildings and cars. †† On \$70,000 of Capital Stock.

‡‡ \$3,875 deducted for depreciation in Construction and Equipment Accounts. ‡‡ On \$10,150 deducted for correction of Construction Account.

¶¶ Paid dividend of \$9,600 out of surplus. \*\*\* \$12,250 deducted from last year's deficit for premium on bonds. d Deficit.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS.	EQUIPMENT.				LENGTH OF ROAD.		
		47.—Cars.	48.—Other Vehicles.	49.—Horses.	50.—Harnesses.	51.—Main Line.	52.—Sidings.	53.—Total Length.
1	Acushnet, . . . . .	37	1	153	30	6.027	.890	6.957
2	Albany Street Freight, . . . . .	-	-	-	-	.856	.076	.932
3	Arlington, . . . . .	-	-	-	-	1.576	-	1.576
4	Brockton, . . . . .	32	8	132	33	10.566	.896	11.462
5	Black Rocks & Salisbury Beach, . . . . .	5	-	*	-	1.694	.096	1.789
6	Boston & Chelsea, . . . . .	-	-	-	-	4.116	.038	4.154
7	Boston Consolidated, . . . . .	349	12	1,747	533	37.680	3.271	40.951
8	Cambridge, . . . . .	269	19	1,354	434	43.222	.880	44.102
9	Charles River, . . . . .	58	-	325	80	11.106	1.581	12.687
10	Citizens', . . . . .	18	1	81	12	6.595	.632	7.227
11	Fitchburg, . . . . .	7	-	33	13	3.260	.163	3.423
12	Globe, . . . . .	45	6	202	60	12.932	2.566	15.498
13	Gloucester, . . . . .	10	4	92	43	3.720	.350	4.070
14	Haverhill & Groveland, . . . . .	36	4	131	43	12.558	1.226	13.784
15	Highland, . . . . .	199	10	999	278	18.544	.990	19.534
16	Holyoke, . . . . .	10	1	43	8	3.150	.754	3.904
17	Hosac Valley, . . . . .	8	†	22	15	5.250	-	5.250
18	Lowell, . . . . .	33	7	125	30	6.396	.674	7.070
19	Lowell & Draent, . . . . .	-	-	-	-	.380	-	.380
20	Lynn & Boston, . . . . .	175	9	748	212	39.467	2.713	42.180
21	Malden & Melrose, . . . . .	-	-	-	-	4.573	.475	5.048
22	Merrimack Valley, . . . . .	20	4	70	16	5.800	.900	6.700
23	Metropolitan, . . . . .	687	17	3,543	1,014	79.847	7.272	87.119
24	Middlesex, . . . . .	150	18	716	180	19.136	2.281	21.417
25	Naumkeag, . . . . .	81	16	273	100	21.319	3.059	24.378

26	Natick & Cohituate, . . .	7	6	17	5	3,000	.200	3,200
27	Newton, . . .	-	-	-	-	-	-	-
28	New Bedford & Fairhaven, . . .	46	5	161	39	9,060	.720	9,780
29	Newburyport & Amesbury, . . .	14†	3	48	20	6,600	.200	6,800
30	Northampton, . . .	8	4	29	5	3,200	.080	3,280
31	North Woburn, . . .	8	2	21	9	4,730	.090	4,820
32	Onset, . . .	5	1	8	-	1,300	.125	1,425
33	Pittsfield, . . .	8	-	36	13	3,300	.300	3,600
34	Salem, . . .	-	-	-	-	-	-	-
35	Salem & Danvers, . . .	24	2	117	30	8,800	.480	9,280
36	Somerville, . . .	-	-	-	-	4,879	.626	5,505
37	South Boston, . . .	199	-	903	350	13,015	.205	13,220
38	Springfield, . . .	30	9	151	35	9,180	.190	9,370
39	Stoneham, . . .	11	1	29	9	2,680	.050	2,730
40	Taunton, . . .	14	3	43	15	4,090	.284	4,374
41	Waltham & Newton, . . .	7	5	18	6	3,211	.190	3,401
42	Winnisimmet, . . .	-	-	-	-	1,883	.073	1,956
43	Worcester, . . .	28	5	142	29	6,631	.372	7,003
Total,   . . .		2,289	150	10,789	3,211	407,649	32,486	440,135

\* One dummy engine.

† Two motors.

‡ Equipment is now the property of the company.  
§ Not including Highland and Middlesex Companies.

¶ Two Baldwin noiseless street car motors.

## ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		STREET RAILWAYS.	MILEAGE, ETC.				ACCIDENTS.		
			54. — Miles run.	55. — Passengers Carried.	56. — Round Trips.	57. — Average No. of Passengers per Round Trip.	58. — Persons Employed.	59. — Fatal.	60. — Injured.
1		Acushnet, . . . . .	263,251	829,755	37,081	22	48	—	1
2		Albany Street Freight, . . . . .	—	—	—	—	—	—	—
3		Arlington, . . . . .	—	—	—	—	—	—	—
4		Brockton, . . . . .	216,638	1,224,418	17,904	69	46	—	—
5		Black Rocks & Salisbury B'h, . . . . .	5,096	68,061	1,274	—	6	—	—
6		Boston & Chelsea, . . . . .	—	—	—	—	—	—	—
7		Boston Consolidated,* . . . . .	399,411	2,584,861	49,518	50	724	—	—
8		Cambridge, . . . . .	2,440,911	12,631,641	294,585	43	511	1	8
9		Charles River, . . . . .	637,221	2,598,551	87,687	30	150	—	2
10		Citizens', . . . . .	36,613	205,581	8,507	24	38	—	—
11		Fitchburg, . . . . .	16,581	104,091	3,437	30	15	—	—
12		Globe, . . . . .	346,145	2,092,541	74,176	28	72	1	3
13		Gloucester, . . . . .	38,211	261,823	7,858	33	41	—	—
14		Haverhill & Groveland, . . . . .	85,867	486,212	17,250	25	40	—	1
15		Highland,† . . . . .	1,949,184	10,727,092	257,557	42	404	—	2
16		Holyoke, . . . . .	67,163	273,446	16,572	17	19	—	—
17		Hoosac Valley, . . . . .	—	—	—	—	—	—	—
18		Lowell, . . . . .	240,021	1,571,192	24,002	65	62	—	—
19		Lowell & Dracut, . . . . .	—	—	—	—	—	—	—
20		Lynn & Boston, . . . . .	1,307,047	7,756,115	150,634	51	295	—	7
21		Malden & Melrose, . . . . .	—	—	—	—	—	—	—
22		Merrimack Valley, . . . . .	190,618	783,818	38,123	26	25	—	—
23		Metropolitan, . . . . .	6,991,048	39,582,061	1,060,062	37	1,718	4	28
24		Middlesex,† . . . . .	1,056,927	7,124,066	153,720	46	325	—	—
25		Naumkeag, . . . . .	341,665	2,669,101	67,551	40	75	—	9

26	Natick & Cochrane,	17,541	193,577	5,847	83	7	-	-	-
27	Newton,	-	-	-	-	-	-	-	-
28	New Bedford & Fairhaven,	377,981	1,585,315	79,549	20	71	-	-	4
29	Newburyport & Amesbury,	35,486	386,784	6,452	-	17	-	-	-
30	Northampton,	45,174	164,997	7,059	23	8	-	-	-
31	North Woburn,	19,000	78,731	3,809	21	7	-	-	-
32	Onset,	1,998	24,280	999	-	6	-	-	-
33	Pittsfield,	10,080	100,965	1,260	-	15	-	-	-
34	Salem,	-	-	-	-	-	-	-	-
35	Salem & Danvers,	183,737	713,127	17,595	40	37	-	-	5
36	Somerville,	-	-	-	-	-	-	-	-
37	South Boston,	1,630,459	10,998,508	247,308	45	400	-	3	8
38	Springfield,	282,785	1,641,452	60,104	27	65	-	-	5
39	Stoneham,	48,500	219,451	9,700	23	15	-	-	-
40	Taunton,	94,352	526,423	16,416	32	15	-	-	-
41	Waltham & Newton,	32,590	188,189	4,239	44	7	-	-	-
42	Winnimmet,	-	-	-	-	-	-	-	-
43	Worcester,	252,374	1,741,159	50,170	35	60	-	-	3
	Total,	19,661,675	112,087,384	2,378,005	39	4,615	-	9	86

† From Oct. 1, 1885 to Aug. 20, 1886.

• For 41 days.



## COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS.

STREET RAILWAYS.	PER MILE OF ROAD OWNED.			PER MILE OF ROAD OPERATED.			
	61. — Capital Stock Paid in	62. — Net Debt	63. — Cost of Construction.	64. — Cost of Equipment	65. — Repairs of Road-bed and Track.	66. — Repairs of Equipment.	67. — Renewals Horse.
1 Acushnet, . . . . .	\$18,516 67	\$4,664 12	\$11,898 70	\$7,881 49	-	\$402 55	-
2 Albany Street Freight, . . . . .	58,411 20	-	57,320 40	-	-	-	-
3 Arlington, . . . . .	8,629 44	-	8,629 44	-	-	-	-
4 Brockton, . . . . .	14,196 48	8,204 68	15,728 99	4,372 79	\$75 18	297 59	-
5 Black Rocks & Salisbury Beach, . . . . .	-	-	-	-	-	-	-
6 Boston & Chelsea, . . . . .	29,397 47	-	29,397 47	-	-	-	-
7 Boston Consolidated, . . . . .	45,116 77	20,127 94	27,446 68	13,360 75	17 29	116 44	\$41 53
8 Cambridge, . . . . .	37,019 90	13,757 50	25,564 26	10,068 29	675 99	755 77	433 91
9 Charles River, . . . . .	31,514 50	9,091 41	20,180 58	7,872 99	16 61	784 96	-
10 Citizens, . . . . .	15,163 00	5,528 85	14,471 88	3,304 48	-	38 28	2 82
11 Fitchburg, . . . . .	18,404 91	626 67	15,215 42	3,473 65	-	20 51	-
12 Globe, . . . . .	15,465 51	4,818 90	14,633 65	5,865 85	246 93	729 92	327 92
13 Gloucester, . . . . .	15,967 74	5,256 33	9,922 27	7,679 01	130 83	144 82	-
14 Haverhill & Groveland, . . . . .	2,548 18	8,776 78	5,615 66	8,745 97	133 53	142 60	81 85
15 Highland, . . . . .	45,846 82	27,131 37	22,871 75	18,175 17	622 66	1,767 55	944 26
16 Holyoke, . . . . .	7,936 51	4,003 91	7,434 98	4,877 50	185 75	320 63	109 52
17 Hoosac Valley, . . . . .	-	-	-	4,109 87	1,362 64	859 88	591 76
18 Lowell, . . . . .	15,634 77	-	12,271 48	-	-	-	-
19 Lowell & Dracont, . . . . .	-	-	-	-	-	-	-
20 Lynn & Boston, . . . . .	7,600 71	10,875 03	11,334 73	3,747 62	586 72	747 15	477 45
21 Malden & Melrose, . . . . .	43,188 94	-	19,498 83	-	-	-	-
22 Merrimack Valley, . . . . .	8,620 69	-	3,448 28	1,879 81	1,802 80	798 51	434 48
23 Metropolitan, . . . . .	25,047 90	16,554 21	20,583 50	11,250 08	777 02	2,048 60	660 15
24 Middlesex, . . . . .	44,418 90	16,550 91	32,323 65	9,965 76	578 85	1,081 09	645 89
25 Naumkeag, . . . . .	7,035 98	10,841 26	11,604 07	6,426 02	172 32	436 26	334 13

		8,393 34	1,737 83	7,183 84	2,758 67	-	403 42	218 34
26	Natick & Cochituate,							
27	Newton,							
28	New Bedford & Fairhaven,	14,900 66	3,266 49	12,309 61	5,507 67	197 23	596 41	298 14
29	Newburyport & Amesbury,	9,090 91	6,598 03	12,296 58				
30	Northampton,	15,625 00	1,667 87	11,250 00	2,477 84	559 74	374 38	224 80
31	North Woburn,	12,478 86		10,848 19	1,760 60	47 19	39 90	
32	Onset,							
33	Pittsfield,							
34	Salem,							
35	Salem & Danvers,	11,363 64	3,049 39	6,961 41	3,184 61	61 14	209 19	112 99
36	Somerville,	31,358 90		31,358 90				
37	South Boston,	57,625 82	11,615 90	23,260 71	19,934 51	1,271 90	2,106 19	1,063 78
38	Springfield,	16,339 87	2,595 41	11,237 41	5,073 32	718 03	618 06	180 01
39	Stoneham,	12,313 43		12,537 31	3,641 74	803 84	622 41	294 78
40	Taunton,	9,775 95		5,378 97	3,422 98	801 12	650 44	
41	Waltham & Newton,	9,342 85	4,716 66	11,676 55	2,717 87	671 55	82 65	
42	Winnimmet,	26,550 55		26,550 55				
43	Worcester,	6,032 27	12,760 97	15,786 59	7,211 42	286 28	1,135 67	595 22
	Average,	\$22,386 04	\$10,274 57	\$17,272 11	\$8,096 42	\$522 52	\$1,008 53	\$112 35

## COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS — Continued.

		GROSS INCOME.				EXPENSES.	
		68. — Per Mile Operated.	69. — Per Round Trip.	70. — Per Mile Run.	71. — Per Passenger Carried.	72. — Per Mile Operated.	73. — Per Round Trip.
1	Acushnet, . . . . .	\$6,539 47	\$1 13	\$0.1588	\$0.0501	\$5,965 27	\$1 08
2	Albany Street Freight, . . . . .	—	—	—	—	—	—
3	Arlington, . . . . .	—	—	—	—	—	—
4	Brockton, . . . . .	6,337 39	3 74	.3085	.0547	5,154 39	3 04
5	Black Rocks & Salisbury Beach, . . . . .	—	—	—	—	—	—
6	Boston & Chelsea, . . . . .	—	—	—	—	—	—
7	Boston Consolidated*, . . . . .	—	—	—	—	—	—
8	Cambridge, . . . . .	2,541 34	2 59	.3247	.0501	1,986 45	1 42
9	Charles River, . . . . .	13,617 73	2 38	.2875	.0556	11,986 19	1 99
10	Citizens, . . . . .	7,408 76	1 54	.2134	.0523	7,620 00	1 59
11	Fitchburg, . . . . .	1,120 26	1 17	.2688	.0483	775 20	81
12	Globe, . . . . .	2,062 22	1 95	.3954	.0646	1,077 21	1 02
13	Gloucester, . . . . .	10,402 14	1 40	.3020	.0499	7,720 81	1 04
14	Haverhill & Groveland, . . . . .	3,927 01	1 86	.3844	.0558	8,255 44	1 54
15	Holyoke, . . . . .	2,357 04	1 72	.3411	.0679	1,655 86	1 21
16	Highland,† . . . . .	22,902 04	2 20	.2909	.0529	19,841 41	1 90
17	Holyoke, . . . . .	4,806 29	91	.2259	.0555	4,314 52	82
18	Lowell, . . . . .	12,824 78	3 42	.3418	.0522	10,441 53	2 78
19	Lowell & Dracut, . . . . .	—	—	—	—	—	—
20	Lynn & Boston, . . . . .	8,466 44	2 77	.3199	.0539	7,537 96	2 46
21	Malden & Melrose, . . . . .	—	—	—	—	—	—
22	Merrimack Valley, . . . . .	8,549 34	1 80	.2544	.0633	7,429 03	1 13
23	Metropolitan, . . . . .	23,451 80	1 89	.2866	.0506	19,341 44	1 56
24	Middlesex,† . . . . .	13,682 16	2 86	.3433	.0511	11,619 39	2 00
25	Naumkeag, . . . . .	6,760 47	2 11	.4208	.0539	5,147 72	1 61

26	Natick & Cohituate, . . . . .	4,338 94	2 23	.7231	.0671	2,983 22	1 53
27	Newton, . . . . .	—	—	—	—	—	— 90
28	New Bedford & Fairhaven, . . . . .	8,802 76	1 00	.2110	.0503	7,954 71	— 90
29	Newburyport & Amesbury, . . . . .	—	—	—	—	—	— 73
30	Northampton, . . . . .	4,100 01	1 86	.2916	.0795	3,813 23	1 73
31	North Woburn, . . . . .	853 46	1 06	.2125	.0512	746 61	— 93
32	Onset, . . . . .	—	—	—	—	—	—
33	Pittsfield, . . . . .	—	—	—	—	—	—
34	Salem, . . . . .	—	—	—	—	—	—
35	Salem & Danvers, . . . . .	3,415 64	2 58	.2580	.0652	3,318 67	2 51
36	Somerville, . . . . .	—	—	—	—	—	—
37	South Boston, . . . . .	31,803 08	2 18	.3306	.0490	27,682 06	1 73
38	Springfield, . . . . .	9,542 95	1 45	.3095	.0534	7,184 63	1 09
39	Stoneham, . . . . .	6,918 54	1 92	.3840	.0850	6,382 18	1 76
40	Taunton, . . . . .	6,419 49	1 60	.2793	.0499	5,409 82	1 35
41	Waltham & Newton, . . . . .	3,613 62	2 74	.3558	.0617	3,477 66	2 63
42	Winnimmet, . . . . .	—	—	—	—	—	—
43	Worcester, . . . . .	12,823 44	1 69	.3374	.0488	9,570 48	1 26
Average, . . . . .		\$13,457 71	\$2 04	\$0.2989	\$0.0525	\$11,107 14	\$1 69

+ From Oct. 1, 1886, to Aug. 20, 1886.

• For 41 days.

## COMPARATIVE STATEMENTS OF STREET RAILWAY RETURNS — Concluded.

	STREET RAILWAYS.	EXPENSES — Continued.		NET INCOME.			
		74. — Per Mile Run.	75. — Per Passenger Carried.	76. — Per Mile Operated.	77. — Per Round Trip.	78. — Per Mile Run.	79. — Per Passenger Carried.
1	Acushnet, . . . . .	\$0.1448	\$0.0459	\$574 20	\$0.10	\$0.0140	\$3.0042
2	Albany Street Freight, . . . . .	—	—	—	—	—	—
3	Arlington, . . . . .	—	—	—	—	—	—
4	Brookton, . . . . .	.2509	.0445	1,188 00	.70	.0576	.0102
5	Black Rocks & Salisbury Beach, . . . . .	—	—	—	—	—	—
6	Boston & Chelsea, . . . . .	—	—	—	—	—	—
7	Boston Consolidated,* . . . . .	.1784	.0271	1,144 89	1.17	.1463	.0230
8	Cambridge, . . . . .	.2404	.0465	2,231 54	.89	.0471	.0091
9	Charles River, . . . . .	.2195	.0538	211 24d	.05d	.0061d	.0015d
10	Citizens', . . . . .	.1860	.0334	345 06	.36	.0828	.0149
11	Fitchburg, . . . . .	.2065	.0387	985 01	.93	.1889	.0309
12	Globe, . . . . .	.2241	.0370	2,681 33	.36	.0779	.0129
13	Gloucester, . . . . .	.3187	.0462	671 57	.32	.0657	.0096
14	Haverhill & Groveland, . . . . .	.2417	.0477	701 68	.51	.1024	.0202
15	Highland,† . . . . .	.2519	.0458	8,060 63	.30	.0890	.0071
16	Holyoke, . . . . .	.2028	.0498	491 77	.09	.0231	.0057
17	Hoosac Valley, . . . . .	—	—	—	—	—	—
18	Lowell, . . . . .	.2782	.0425	2,883 25	.64	.0636	.0097
19	Lowell & Dracut, . . . . .	—	—	—	—	—	—
20	Lynn & Boston, . . . . .	.2818	.0480	929 08	.31	.0351	.0059
21	Malden & Melrose, . . . . .	—	—	—	—	—	—
22	Merrimack Valley, . . . . .	.2204	.0550	1,120 31	.17	.0340	.0083
23	Metropolitan, . . . . .	.2364	.0417	4,110 36	.33	.0502	.0089
24	Middlesex,† . . . . .	.2923	.0434	2,062 77	.36	.0510	.0077
25	Naumkeag, . . . . .	.3209	.0411	1,602 75	.50	.0999	.0128

26	Natick & Cohasset,	.4972	.0461	1,355 72	.70	.2259	.0210
27	Newton,	—	—	—	—	—	—
28	New Bedford & Fairhaven,	.1907	.0456	848 05	.10	.0203	.0048
29	Newburyport & Amesbury,	—	—	—	—	—	—
30	Northampton,	.2712	.0739	286 78	.13	.0204	.0056
31	North Woburn,	.1859	.0448	106 85	.13	.0266	.0064
32	Onset,	—	—	—	—	—	—
33	Pittsfield,	—	—	—	—	—	—
34	Salem,	—	—	—	—	—	—
35	Salem & Danvers,	.2458	.0634	96 97	.07	.0072	.0018
36	Somerville,	—	—	—	—	—	—
37	South Boston,	.2630	.0890	7,121 02	.45	.0676	.0100
38	Springfield,	.2330	.0402	2,358 32	.36	.0765	.0132
39	Stoneham,	.3527	.0781	566 36	.16	.0313	.0069
40	Taunton,	.2354	.0421	1,009 67	.25	.0139	.0078
41	Waltham & Newton,	.3424	.0594	135 96	.11	.0134	.0023
42	Winnimmet,	—	—	—	—	—	—
43	Worcester,	.2518	.0364	3,252 96	.43	.0856	.0124
	<b>Average,</b>	<b>\$0.2467</b>	<b>\$0.0433</b>	<b>\$2,350 57</b>	<b>\$0.35</b>	<b>\$0.0522</b>	<b>\$0.0092</b>

d Deficit.

† From Oct. 1, 1885, to Aug. 20, 1886.

• For 41 days.



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**TABULATED STATEMENT**

**COMPILED FROM**

**RETURNS OF RAILROADS.**

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[175]



RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
ATTLEBOROUGH BRANCH. (See <i>Boston &amp; Providence</i> ).	-	-	-	-	-	-	-	-	-
BERKSHIRE. (See <i>Housatonic</i> ).	-	-	-	-	-	-	-	-	-
BOSTON & ALBANY.	Boston.	Albany, N. Y.,	201.650	162.350	162.350	39.300	188.930	32.470	743.470
<i>Athol.</i>	Springfield.	Athol.	46.510	46.510	-	-	-	-	-
<i>Grand Junction.</i>	Cottage Farm.	East Boston.	9.300	9.300	5.080	-	-	-	-
<i>Newton Lower Falls.</i>	Newton Lower Falls.	Newton L. Falls.	1.100.	1.100.	-	-	-	-	-
<i>Newton Highlands.</i>	Beacon St., Bos- ton.	Beacon St., Bos- ton.	9.890	9.890	9.880	-	-	-	-
<i>Saxtonville.</i>	Natick.	Riverside Jct.,	3.700	3.700	-	-	-	-	-
<i>Milford.</i>	S. Framingham.	Saxtonville.	12.	12.	-	-	-	-	-
<i>Chatham &amp; Hudson.</i>	Millbury Junc.	Millbury Village.	3.	3.	-	-	-	-	-
<i>North Brookfield.</i>	Chatham, N. Y.,	Hudson, N. Y.,	17.830	-	-	1.	-	-	4.650
<i>Pittsfield &amp; North Adams.</i>	E. Brookfield.	N. Brookfield.	4.160	4.160	-	-	.490	-	23.480
<i>Providence, Webster &amp; Springfield.</i>	Pittsfield.	North Adams.	18.550	18.550	-	-	4.930	-	11.240
<i>Ware River.</i>	North Webster.	Auburn Station.	10.110	10.110	-	-	1.130	-	54.960
<i>Spencer.</i>	Palmer.	Winchendon.	49.350	49.350	-	-	5.610	-	2.910
<i>Boston &amp; Lowell.</i>	Spencer.	B. & A. R.R.,	2.165	2.165	-	-	.745	-	194.900
<i>Lexington &amp; Arlington.</i>	Boston.	Lowell.	26.750	26.750	26.750	-	54.610	-	-
<i>Stoneham.</i>	Medford Junc.,	Lexington.	9.250	9.250	9.250	-	-	-	-
<i>Woburn.</i>	Woburn Junc.,	Stoneham.	2.500	2.500	2.500	-	-	-	-
<i>Mystic.</i>	Winchester.	N. Woburn Jct.,	6.200	6.200	6.200	-	-	-	-
<i>Lawrence.</i>	Milk Row Junc.,	Mystic Wharves.	2.250	2.250	2.250	-	-	-	-
<i>Middlesex Central.</i>	-	In Wilmington.	3.210	3.210	-	-	-	-	-
<i>Salem &amp; Lowell.</i>	Lexington.	Concord.	11.080	11.080	-	-	-	-	-
<i>Lowell &amp; Lawrence.</i>	Tewksbury.	Peabody.	16.800	16.800	-	-	-	-	-
<i>Bedford &amp; Litchford.</i>	Lowell.	S. Lawrence.	12.420	12.420	-	-	-	-	-
	Bedford.	Billerica.	7.630	7.630	-	-	-	-	-



RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Continued.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
BOSTON & PROVIDENCE. <i>West Roxbury</i> , . . . . .	Boston, . . . . .	Providence, R. I., . . . . .	44.	38,142	38,142	5,858	40,000	12,000	159,752
<i>Dedham</i> , . . . . .	Forest Hills Sta'n, . . . . .	Dedham, . . . . .	5,366	5,366	—	—	—	—	—
<i>Stoughton</i> , . . . . .	Readville, . . . . .	Dedham, . . . . .	2,224	2,224	—	—	—	—	—
<i>India Point</i> , . . . . .	Canton, . . . . .	Stoughton, . . . . .	4,114	4,114	—	—	—	—	—
<i>Attleborough Branch</i> , . . . . .	Seekonk, . . . . .	Providence, R. I., . . . . .	8,048	3,485	—	—	—	—	—
BOSTON, WINTHROP & SHORE, <i>Narrow Gauge</i> , . . . . .	Attleborough, . . . . .	N. Attleborough, . . . . .	4.	4.	—	—	1.	—	5.
<i>Wide Gauge</i> , . . . . .	Point Shirley, . . . . .	Point of Pines, . . . . .	6,410	6,410	—	—	.810	—	9,460
CENTRAL MASSACHUSETTS, CHESHIRE, . . . . .	Ocean Spray, . . . . .	Winthrop J., . . . . .	1,780	1,780	—	—	—	—	—
<i>Monadnock</i> , . . . . .	Crescent Beach, . . . . .	Revere J., . . . . .	.460	.460	—	—	—	—	—
<i>Chelsea Beach (See Eastern)</i> , . . . . .	Cambridge, . . . . .	Jeffersons, . . . . .	44,030	44,030	—	—	3,130	—	47,160
CONNECTICUT RIVER, . . . . .	S. Ashburnham, . . . . .	Bel lows Falls, Vt., . . . . .	53,629	10,810	—	—	3,170	13,810	70,680
<i>Chicopee Falls</i> , . . . . .	Winchendon, . . . . .	Peterboro', N. H., . . . . .	15,800	2,038	—	—	—	.700	16,500
<i>Easthampton</i> , . . . . .	—	—	—	—	—	—	—	—	—
DANVERS. (See <i>Boston &amp; Maine</i> ), . . . . .	Springfield, . . . . .	S. Vernon, Vt., . . . . .	50.	50.	36,000	—	41,440	—	193,290
DORCHESTER & MILTON. (See <i>Old Colony</i> ), . . . . .	Chicopee, . . . . .	Chicopee Falls, . . . . .	2,350	2,350	—	—	—	—	—
EASTERN. (See <i>Boston &amp; Maine</i> ), . . . . .	Mt. Tom Junc., . . . . .	Easthampton, . . . . .	3,500	3,500	—	—	—	—	—
FALL RIVER. (See <i>Old Colony</i> ), . . . . .	—	—	—	—	—	—	—	—	—
FALL RIVER, WARREN & PROVIDENCE (owned by <i>Old Colony Railroad Co.</i> ), . . . . .	—	—	—	—	—	—	—	—	—
	Fall River, . . . . .	Warren, R. I., . . . . .	5,794	3,662	—	—	.040	.480	6,314

FITCHBURG,	Boston,	Fitchburg,	50.	50.	1,410	\$1,660	267,320
<i>Ashburnham,</i>	-	In Ashburnham,	2,590	2,590	-	-	-
<i>Ice,</i>	-	In Charlestown,	.680	.680	-	-	-
<i>Watertown Branch,</i>	-	Waltham,	8,260	8,260	-	-	-
<i>Launcester &amp; Marlborough,</i>	-	Marlborough,	12,420	12,420	-	-	-
<i>Peterborough &amp; Shariel,</i>	-	Greenville, N.H.,	23,620	23,620	-	-	-
<i>Worcester,</i>	-	Winchendon,	36.	36.	-	-	-
Vermont & Massachusetts,	-	Greenfield,	56.	56.	-	28,030	141,030
<i>Turner's Falls,</i>	-	Turner's Falls,	2,800	2,800	-	1.	9.
HANOVER BRANCH,	-	South Hanover,	8.	8.	-	-	-
HOLYOKE & WESTFIELD. (See	-	-	-	-	-	-	-
<i>N. Haven &amp; Northampton),</i>	-	-	-	-	-	-	-
HORN POND BRANCH. (See	-	-	-	-	-	-	-
<i>Boston &amp; Lowell),</i>	-	-	-	-	-	-	-
HOUSATONIC (Ct.),	-	-	-	-	-	-	-
Berkshire,	-	-	-	-	-	-	-
Stockbridge & Pittsfield,	-	State Line of Ct.,	21,030	21,030	-	4,490	25,520
West Stockbridge,	-	Pittsfield,	22,930	22,930	-	4,990	27,920
LOWELL & ANDOVER. (See	-	State Line, N.Y.,	2,640	2,640	-	2,380	5,020
<i>Boston &amp; Maine),</i>	-	-	-	-	-	-	-
MILFORD, FRANKLIN & PROV.	-	-	-	-	-	-	-
(See <i>Milford &amp; Woonsocket</i> ),	-	-	-	-	-	-	-
MILFORD & WOONSOCKET,	-	Bellingham,	15,327	15,327	-	1,606	16,933
Milford, Franklin & Prov.,	-	Bellingham,	4,600	4,600	-	.407	5,007
MONADNOCK. (See <i>Cheshire</i> ),	-	-	-	-	-	-	-

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Continued.)	WHEN LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.	
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.		
NANTASKET BEACH, . . .	Old Colony II <sup>se</sup>	Pemberton, Hull,	6.933	6.933	-	-	2.535	-	9.468	
NASHUA, ACTON & BOSTON (op- erated by Concord, N. H.), . .	Acton, . .	Nashua, N. H., .	20.210	15.460	-	-	.850	1.680	22.740	
NASHUA & LOWELL. (See Boston & Lowell), . .	-	-	-	-	-	-	-	-	-	
NEWBURYPT. (See Bost. & Me.), .	-	-	-	-	-	-	-	-	-	
NEWBURYPORT CITY. (See Boston & Maine), . .	-	-	-	-	-	-	-	-	-	
NEW HAVEN & NORTHAMPTON, Collinsville (Ct.), . .	New Haven, Ct., .	Conway Jct., .	94.640	43.380	-	-	13.820	14.340	155.510	
Tariffville, . .	Farmington, Ct., .	N. Hartford, Ct., .	14.090	-	-	-	-	-	-	
Norhampton, . .	Simsbury, Ct., .	Tariffville, Ct., .	1.040	-	-	-	-	-	-	
Turner's Falls, . .	Northampton, . .	Williamsburg, . .	7.510	7.510	-	-	-	-	-	
Holyoke & Westfield, . .	So. Deerfield, . .	Turner's Falls, . .	10.070	10.070	-	-	-	-	-	
NEW LONDON NORTHERN (op- erated by J. Gregory Smith and others), . .	Westfield, . .	Holyoke, . .	14.320	14.320	-	-	2.900	-	17.220	
NEW YORK & NEW ENGLAND, . .	New London, Ct., .	Brattleboro', Vt., .	121.	54.	-	-	10.080	17.240	148.320	
	Boston, . .	Hopewell Jc. N.Y., .	215.040	52.	52.000	56.100	89.980	80.930	554.780	
{ NEW YORK & NEW ENGLAND, Woonsocket Division, Southbridge, . . Dedham, . . Dorrence Street, Ridge Hill, Hartford Freight, . .	Wicopee Junc., .	Fishkill-on-Hud., .	1.844	-	-	-	-	-	-	
	Providence, . .	Williamantic, Ct., .	58.500	-	-	-	-	-	-	-
	Newton H <sup>ds</sup> , . .	Woonsocket, R.I., .	28.410	27.410	-	-	-	-	-	-
	E. Thompson, Ct., .	Southbridge, . .	17.370	12.020	-	-	-	-	-	-
	Elmwood Jct., . .	Dedham, . .	1.520	1.520	-	-	-	-	-	-
	-	In Providence, . .	.820	-	-	-	-	-	-	-
	-	-	1.640	1.640	-	-	-	-	-	-
	-	In Hartford, . .	.670	-	-	-	-	-	-	-



RAILROADS AND BRANCHES. (BRANCHES IN ITALICA.) (Concluded.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.— Out of Mass.	5.— In Mass.	6.— Out of Mass.	
OLD COLONY — Concluded.									
Fairhaven, . . .	Fairhaven, .	Tremont Stat'n, .	15,170	15,170	-	-	-	-	-
Attleborough, . .	Launton, . .	Attleborough, .	8,600	8,600	-	-	-	-	-
Sterling, . . .	Pratt's Junction, .	Sterling Junc., .	5,670	5,670	-	-	-	-	-
Lancaster Mills, .	-	In Lancaster, .	1,630	1,630	-	-	-	-	-
Frammingham Prison, .	-	In Frammingham, .	.810	.810	-	-	-	-	-
Dorchester & Milton, . .	Neponset, . .	Mattapan, . .	3,300	3,300	-	-	.450	-	3,750
Fall River, . . .	Fall River, .	New Bedford, .	12,250	12,250	-	-	.832	-	13,082
PITTSFIELD & NORTH ADAMS. (See Boston & Albany), .	-	-	-	-	-	-	-	-	-
PROVIDENCE & WORCESTER, .	Providence, R. I., .	Worcester, .	43,410	25,510	24,480	17,900	18,497	21,178	192,465
East Providence, . .	Valley Falls, .	E. Providence, .	7.	.500	-	-	-	-	-
PROV., WEBSTER & SPRING- FIELD. (See Boston & Al- bany), . . .	-	-	-	-	-	-	-	-	-
RHODE ISLAND & MASSACHU- SETTS. (See New York & New England), . .	-	-	-	-	-	-	-	-	-
SPENCER. (See Boston & Al- bany), . . .	-	-	-	-	-	-	-	-	-
SPRINGFIELD & NEW LONDON. (See New York & New England), . . .	-	-	-	-	-	-	-	-	-
STOCKBRIDGE & PITTSFIELD. (See Housatonic), . .	-	-	-	-	-	-	-	-	-
STONY BROOK. (See Boston & Lowell), . . .	-	-	-	-	-	-	-	-	-

SOUTHERN VERMONT,	Greenfield,	In Vermont,	6.170	-	-	-	6.170
TROY & GREENFIELD,	B. & L. R. R.,	State Line, Vt.,	44.	44.000	-	22.520	110.520
UNION FREIGHT,		Old Colony R.R.,	2.431	.987	-	1.280	4 648
VERMONT & MASSACHUSETTS.							
(See <i>Fitchburg</i> ).							
WARE RIVER. (See <i>Boston &amp; Albany</i> ).			-	-	-	-	-
WEST AMESBURY BRANCH.			-	-	-	-	-
(See <i>Boston &amp; Maine</i> ).			-	-	-	-	-
WEST STOCKBRIDGE. (See <i>Housatonic</i> ).			-	-	-	-	-
WORCESTER, NASHUA & ROCHESTER. (See <i>Boston &amp; Maine</i> ).			-	-	-	-	-
NARROW GAUGE.							
BOSTON, REVERE BEACH & LYNN,	East Boston,	Lynn,	8.800	8.300	8.300	2.250	19.500
GRAFTON CENTRE,	Grafton Station,	Grafton Centre,	3.	-	-	.100	3.100
MARTHA'S VINEYARD,	Oak Bluffs,	Katama,	8.330	-	-	.600	9.280
Katama,	Katama,	South Beach,	.450	-	-	-	-
NANTUCKET,	Nantucket,	Siasconset,	11.160	-	-	.800	11.960
WORCESTER & SHREWSBURY,	Worcester,	L. Quinsigamond,	2.700	-	-	-	2.700
Total,	.	.	2,867.613	733.919	277.448	892.676	5,128.842



	8. — BOSTON & ALBANY.	9. — FITCHBURG.	10. — BOSTON & LOWELL.	11. — BOSTON & MAINE.
<b>CAPITAL STOCK.</b>				
Amount paid in, . . . . .	\$20,000,000 00	\$5,286,600 00	\$5,129,400 00	\$7,000,000 00
Number of stockholders, . . . . .	6,766	3,064	1,451	4,038
Stockholders in Massachusetts, . . . . .	5,900	2,640	1,294	2,408
Amount of stock held in Massachusetts, . . . . .	\$17,598,800 00	\$4,667,900 00	\$4,277,260 00	\$4,855,000 00
<b>DEBT.</b>				
Funded debt, . . . . .	\$10,858,000 00	\$5,140,600 00	\$4,346,400 00	\$4,426,000 00
Unfunded debt, . . . . .	838,572 11	1,857,051 20	1,549,595 22	2,086,861 89
TOTAL GROSS DEBT, . . . . .	11,696,572 11	6,997,651 20	5,895,995 22	6,512,861 89
<b>PERMANENT INVESTMENTS.</b>				
Construction, . . . . .	\$25,450,340 54	\$5,673,540 03	\$7,036,723 54	\$9,620,937 63
Equipment, . . . . .	3,145,400 00	2,680,913 87	1,199,029 41	1,308,180 00
Other property, . . . . .	1,606,672 16	1,371,706 60	1,732,468 68	1,171,226 33
TOTAL PERMANENT INVESTMENTS, . . . . .	30,202,412 70	9,726,160 50	9,968,221 58	12,100,343 96
Cash and cash assets, . . . . .	2,712,661 32	2,968,423 42	2,257,363 45	3,260,067 06
TOTAL PROPERTY AND ASSETS, . . . . .	82,915,074 02	12,694,583 92	12,225,585 03	15,360,411 02
<b>REVENUE FOR THE YEAR.</b>				
From local passengers, . . . . .	\$2,188,745 28	\$803,369 04	\$1,421,216 07	\$3,477,249 59
through passengers, . . . . .	1,105,258 08	268,920 38	404,557 53	563,036 82
express and extra baggage, . . . . .	247,727 83	81,143 94	93,297 89	188,381 24
malls, . . . . .	148,106 74	30,528 19	71,019 34	93,448 66
other sources passenger department, . . . . .	—	—	—	—
Total earnings passenger department, . . . . .	3,689,837 88	1,183,961 55	1,990,090 33	4,324,116 31

From local freight, . . . . .	2,189,815 28	741,854 85	1,246,507 96	2,081,281 06
through freight, . . . . .	2,109,267 62	1,836,590 71	1,253,615 08	848,485 02
other sources freight department, . . . . .	—	—	—	—
<i>Total earnings freight department, . . . . .</i>	4,299,082 90	2,078,445 56	2,500,122 44	2,929,766 07
<i>TOTAL TRANSPORTATION EARNINGS, . . . . .</i>	7,988,920 78	3,262,407 11	4,490,212 77	7,253,882 38
From rents for use of road, . . . . .	—	51,000 00	—	22,403 79
all other sources, . . . . .	309,812 61	86,135 37	188,173 77	267,405 13
<i>TOTAL INCOME FROM ALL SOURCES, . . . . .</i>	8,298,733 39	3,399,542 48	4,628,386 54	7,543,691 30
<b>EXPENSES.</b>				
Transportation expenses, . . . . .	\$5,313,473 45	\$2,408,964 65	\$3,184,470 29	\$1,508,062 46
Taxes, . . . . .	496,914 60	150,700 84	170,175 55	259,247 38
<i>TOTAL EXPENSES, . . . . .</i>	5,810,388 05	2,559,664 99	3,354,645 84	4,767,299 84
<b>NET INCOME, DIVIDENDS, ETC.</b>				
Net income, . . . . .	\$2,488,345 34	\$839,877 49	\$1,273,740 70	\$2,776,391 46
Rents, . . . . .	78,000 00	256,480 00	718,568 86	1,786,457 75
Interest accrued, . . . . .	663,420 41	260,763 00	253,084 27	289,933 71
Dividends earned, . . . . .	1,746,924 93	322,634 49	302,087 57	700,000 00
Per cent., . . . . .	8.7	6.1	5.9	10.0
Dividends declared, . . . . .	1,547,804 00	264,330 00	290,133 00	595,000 00
Per cent., . . . . .	8.0*	5.0	6.0†	8.5
Balance for the year, . . . . .	199,120 93	68,304 49	11,954 57	105,000 00
Surplus last year, . . . . .	16,449 43	352,028 23	474,239 54	1,742,549 13
Surplus Sept, 30, 1886, . . . . .	1,218,501 91†	410,332 72	486,194 11	1,347,549 13

\* On stock other than that held in the treasury of the company (\$1,014,337).

† Includes Improvement Fund of \$1,002,931.55

† On \$4,835,500 Capital Stock.

	8. — BOSTON & ALBANY — Con.	9. — FITCHBURG — Con.	10. — BOSTON & LOWELL — Con.	11. — BOSTON & MAINE — Con.
<b>MILEAGE, TRAFFIC, ETC</b>				
Passenger-train mileage, . . . . .	2,069,738	1,280,868	2,240,303	3,084,970
Freight-train mileage, . . . . .	2,935,261	1,159,645	1,702,119	1,507,212
Total revenue-train mileage, . . . . .	5,004,999	2,440,513	3,942,422	4,592,182
Switching-train mileage, . . . . .	566,273	703,286	648,105	824,075
Other train mileage, . . . . .	123,619	56,307	90,956	181,235
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>5,694,881</b>	<b>3,200,106</b>	<b>4,681,483</b>	<b>5,597,492</b>
Number season-ticket passengers, . . . . .	686,804	297,313	539,003	2,509,167
Number local passengers (including season), . . . . .	8,738,893	3,863,556	6,334,450	16,325,621
Number through passengers, . . . . .	988,074	266,339	365,580	696,960
Total number of passengers carried, . . . . .	9,726,907	4,130,395	6,700,030	17,022,581
Local passenger mileage, . . . . .	122,646,388	45,862,118	70,282,913	190,847,777
Through passenger mileage, . . . . .	55,141,051	15,211,669	18,083,625	33,375,514
Total passenger mileage, . . . . .	177,787,439	61,073,787	88,366,538	224,223,291
Tons of local freight carried, . . . . .	1,826,384	781,665	1,290,682	1,869,082
Tons of through freight carried, . . . . .	1,680,092	1,727,466	1,350,973	884,169
Total tons of freight carried, . . . . .	3,506,476	2,509,131	2,641,655	2,703,251
Local freight mileage, . . . . .	122,415,656	29,276,668	45,060,903	74,820,383
Through freight mileage, . . . . .	268,048,722	165,836,414	104,773,851	54,305,488
Total freight mileage, . . . . .	390,464,378	195,113,082	149,834,754	129,125,871
<b>Total freight mileage, . . . . .</b>	<b>390,464,378</b>	<b>195,113,082</b>	<b>149,834,754</b>	<b>129,125,871</b>
Av. rate of fare per mile, local passengers, through passengers, . . . . .	1.93 cents.	1.73 cents.	2.21 cents.	2.14 cents.
season-ticket passengers, . . . . .	2.00 "	1.76 "	2.23 "	1.69 "
ALL PASSENGERS, . . . . .	.65 "	.66 "	.65 "	.73 "
Av. rate of freight per mile, local freight, through freight, . . . . .	1.85 "	1.75 "	2.06 "	1.80 "
ALL FREIGHT, . . . . .	1.79 "	2.53 "	2.76 "	2.78 "
	.79 "	.81 "	1.20 "	1.56 "
	1.10 "	1.07 "	1.67 "	2.27 "

Passengers to Boston (including season), . . . . .	2,944,147	1,513,882	2,385,116	5,496,045
Passengers from Boston (including season), . . . . .	2,944,646	1,508,861	2,387,886	5,511,394
Season-ticket passengers to and from Boston, . . . . .	447,917	152,036	469,548	1,589,894
<b>EQUIPMENT.</b>				
Number of locomotives, . . . . .	245	112	177	238
passenger cars, . . . . .	219	131	160	368
parlor and sleeping cars, . . . . .	14	—	11	15
mail, baggage, and express cars, . . . . .	52	29	80	90
freight cars (basis 8 wheels), . . . . .	5,562	3,397	3,576	4,303
other cars, . . . . .	649	160	103	320
<b>GENERAL INFORMATION, ETC.</b>				
Total miles of road operated, . . . . .	387,420	229,370	717,240	583,650
Same in Massachusetts, . . . . .	330,790	220,000	137,440	248,770
Average number of persons employed, . . . . .	5,149	2,327	3,543	4,913

\* To and from other roads.

	12. — BOSTON & PROVIDENCE.	13. — NEW YORK & NEW ENGLAND.	14. — OLD COLONY.	15. — BOSTON, WIN- THROP & SHORE.
<b>CAPITAL STOCK.</b>				
Amount paid in, . . . . .	\$4,000,000 00	\$21,900,000-00	\$11,157,200 00	\$277,600 00
Number of stockholders, . . . . .	1,619	1,304*	5,806	51
Stockholders in Massachusetts, . . . . .	1,269	823*	5,448	50
Amount of stock held in Massachusetts, . . . . .	\$3,309,000 00	\$6,424,200 00*	\$10,437,800 00	\$259,600 00
<b>DEBT.</b>				
Funded debt, . . . . .	\$760,000 00	\$16,053,496 38	\$9,607,300 00	\$200,000 00
Unfunded debt, . . . . .	297,808 13	570,909 87	1,218,783 62	6,819 00
<b>TOTAL GROSS DEBT,</b> . . . . .	<b>1,057,808 13</b>	<b>16,624,406 25</b>	<b>10,826,083 62</b>	<b>206,819 00</b>
<b>PERMANENT INVESTMENTS.</b>				
Construction, . . . . .	\$4,688,774 38	\$32,595,858 55	\$18,026,152 76	\$342,918 37
Equipment, . . . . .	207,400 00	3,805,644 58	2,165,759 08	6,500 00
Other property, . . . . .	288,856 50	480,710 40	1,726,500 69	116,100 00
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>5,185,030 88</b>	<b>36,882,203 53</b>	<b>21,917,412 53</b>	<b>465,518 37</b>
Cash and cash assets, . . . . .	363,115 10	971,910 60	1,044,914 81	19,672 73
<b>TOTAL PROPERTY AND ASSETS,</b> . . . . .	<b>5,548,145 98</b>	<b>37,854,204 13</b>	<b>22,962,327 34</b>	<b>485,191 10</b>
<b>REVENUE FOR THE YEAR.</b>				
From local passengers, . . . . .	\$927,869 22	\$321,143 81	\$1,932,765 46	\$11,624 17
through passengers, . . . . .	156,144 31	368,462 89	449,283 35	5,612 40
express and extra baggage, . . . . .	40,661 35	100,451 19	148,643 39	-
mails, . . . . .	14,153 73	46,658 95	43,894 80	-
other sources passenger department, . . . . .	-	-	-	-
<i>Total earnings passenger department,</i> . . . . .	<i>1,138,828 61</i>	<i>1,436,716 84</i>	<i>2,574,587 00</i>	<i>17,236 57</i>

From local freight, through freight,	358,064 18	731,706 88	1,288,671 45	-
other sources freight department,	264,811 02	1,630,772 36	628,592 81	-
<i>Total earnings freight department,</i>	-	-	-	-
TOTAL TRANSPORTATION EARNINGS,	622,375 20	2,262,479 18	1,857,263 76	17,236 57
From rents for use of road,	1,761,203 81	3,699,195 52	4,431,850 76	-
all other sources,	-	-	3,600 00	303 60
TOTAL INCOME FROM ALL SOURCES,	23,601 38	200,210 25	338,563 61	17,540 07
	1,784,805 19	3,899,405 77	4,774,014 87	
EXPENSES.				
Transportation expenses,	\$1,274,810 31	\$2,499,864 65	\$3,229,234 38	\$11,985 86
Taxes,	98,388 53	121,240 99	234,397 45	207 86
TOTAL EXPENSES,	1,373,198 84	2,620,605 64	3,463,631 83	12,143 22
NET INCOME, DIVIDENDS, ETC.				
Net income,	\$411,606 85	\$1,278,800 13	\$1,310,382 54	\$5,396 85
Rents,	11,727 01	66,235 27	32,694 09	-
Interest accrued,	21,715 61	1,067,087 03	582,534 54	-
Dividends earned,	378,163 73	145,477 83	695,153 91	5,396 85
Per cent.,	9.4	-	6.2	-
Dividends declared,	340,000 00	133,000 00	761,747 00	-
Per cent.,	8.5	7.0	7.0	-
Balance for the year,	38,163 73	11,159 79†	66,593 09†	5,396 85
Surplus last year,	452,174 12	681,361 91	1,026,311 81	4,524 75d
Surplus Sept. 30, 1886,	490,337 85	670,202 12	959,718 72	772 10

\* Not including holders of "Berdell Bonds" unexchanged.

† \$1,318.04 deducted for loss operating Boston Grain Elevator.

d Deficit.

	13. — BOSTON & PROVIDENCE — Con.	13. — NEW YORK & NEW ENGLAND — Con.	14. — OLD COLONY — Con.	15. — BOSTON, WIN- THROP & SHORE — Con.
<b>MILEAGE, TRAFFIC, ETC.</b>				
Passenger-train mileage.	745,626	1,288,048	1,840,976	15,947
Freight-train mileage.	258,652	1,020,982	725,383	—
Total revenue-train mileage.	999,278	2,269,090	2,566,358	15,947
Switching-train mileage.	49,154	612,769	738,011	—
Other train mileage.	—	125,009	247,455	—
TOTAL TRAIN MILEAGE.	1,048,432	2,966,808	3,551,854	15,947
Number season-ticket passengers.	561,044	808,560	2,115,670	46,540
Number local passengers (including season).	5,877,809	4,582,220	8,106,947	163,954
Number through passengers.*	242,097	658,686	961,843	69,069
Total number passengers carried.	6,119,906	5,240,906	9,068,790	233,023
Local passenger mileage.	51,244,908	47,640,899	112,220,192	100,419
Through passenger mileage.*	6,745,791	16,229,571	22,592,972	482,226
Total passenger mileage.	57,990,699	63,870,470	134,813,164	532,645
Tons of local freight carried.	396,197	538,337	1,146,796	—
Tons of through freight carried.*	354,023	1,561,002	717,510	—
Total tons of freight carried.	750,220	2,099,339	1,864,306	—
Local freight mileage.	10,432,971	20,871,957	34,096,991	—
Through freight mileage.*	11,494,520	114,598,576	29,268,267	—
Total freight mileage.	21,927,491	135,470,333	63,365,258	—
Average rate of fare per mile, local passengers, through passengers.*	1.925 cents.	2.096 cents.	2.00 cents.	3.92 cents.
season-ticket passengers.	2.143 "	2.270 "	1.90 "	3.18 "
ALL PASSENGERS.	.918 "	.808 "	.50 "	2.26 "
Average rate of freight per mile, local freight, through freight.*	1.869 "	2.019 "	1.70 "	2.89 "
ALL FREIGHT.	3.432 "	3.510 "	4.20 "	—
	2.800 "	1.840 "	2.13 "	—
	2.838 "	1.670 "	2.93 "	—

Passengers to Boston (including season), . . . . .	2,269,165	1,156,751	2,401,909	110,776
Passengers from Boston (including season), . . . . .	2,321,328	1,142,812	2,528,739	122,248
Season-ticket passengers to and from Boston, . . . . .	416,283	245,318	1,346,458	46,540
<b>EQUIPMENT.</b>				
Number of locomotives, . . . . .	58	147	133	1
passenger cars, . . . . .	158	149	255	3
parlor and sleeping cars, . . . . .	24†	3	12	-
mail, baggage and express cars, . . . . .	25	41	42	-
freight cars (basis 8 wheels), . . . . .	520	3,565	2,331	-
other cars, . . . . .	417	12	12	5
<b>GENERAL INFORMATION, ETC</b>				
Total miles of road operated, . . . . .	67,752	379,76	468,46	8.65
Same in Massachusetts, . . . . .	57,331	109.67	452.27	8.65
Average number of persons employed, . . . . .	994	3,045	3,960	15

\* To and from other roads.

† Line cars 8 per cent. owned.



	16. — CHESHIRE.	17. — CONNECTICUT RIVER.	18. — FALL RIVER, WARREN & PROVIDENCE.	19. — HARVARD BRANCH.
<b>CAPITAL STOCK.</b>				
Amount paid in.	\$2,153,300 00	\$2,370,000 00	\$150,000 00	\$123,950 00
Number of stockholders.	452	928	27	78
Stockholders in Massachusetts.	336	743	11	76
Amount of stock held in Massachusetts.	\$1,645,000 00	\$1,905,600 00	\$103,300 00	\$122,850 00
<b>DEBT.</b>				
Funded debt.	\$800,000 00	-	\$300,000 00	\$15,000 00
Unfunded debt.	50,999 00	\$762,364 61	2,989 55	795 00
<b>TOTAL GROSS DEBT.</b>	<b>850,999 00</b>	<b>762,364 61</b>	<b>302,989 55</b>	<b>15,795 00</b>
<b>PERMANENT INVESTMENTS.</b>				
Construction.	\$2,395,268 94	\$2,941,097 06	\$310,747 60	\$194,826 66
Equipment.	322,266 32	410,441 55	-	71,312 69
Other property.	-	99,610 00	-	2,565 00
<b>TOTAL PERMANENT INVESTMENTS.</b>	<b>2,717,535 26</b>	<b>3,451,148 61</b>	<b>310,747 60</b>	<b>268,704 35</b>
Cash and cash assets.	382,065 51	639,590 61	3,228 51	11,721 01
<b>TOTAL PROPERTY AND ASSETS.</b>	<b>3,099,600 77</b>	<b>4,090,739 22</b>	<b>313,976 11</b>	<b>280,425 36</b>
<b>REVENUE FOR THE YEAR.</b>				
From local passengers.	\$41,821 25	\$273,722 48	\$453 78	\$8,728 53
through passengers.	116,888 48	110,705 60	23,925 51	16,042 35
express and extra baggage.	7,500 00	18,160 67	1,500 00	2,027 99
mails.	9,485 44	11,237 80	445 48	265 47
other sources passenger department.	7,500 00	-	-	-
<i>Total earnings passenger department.</i>	<i>183,195 17</i>	<i>413,826 64</i>	<i>26,324 77</i>	<i>27,064 34</i>

From local freight, . . . . .	29,220 16	182,281 57	46 75	2,625 74
through freight, . . . . .	388,415 43	313,285 57	5,513 87	15,388 23
other sources freight department, . . . . .	—	—	—	—
<i>Total earnings freight department,</i> . . . . .	412,635 59	465,517 14	5,560 62	18,014 17
<b>TOTAL TRANSPORTATION EARNINGS,</b> . . . . .	595,890 76	879,343 78	31,885 39	45,078 51
From rents for use of road, . . . . .	—	—	—	—
all other sources, . . . . .	32,241 69	35,457 61	48 67	118 51
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	628,072 45	914,801 39	31,934 06	45,197 02
<b>EXPENSES.</b>				
Transportation expenses, . . . . .	\$370,546 08	\$579,913 68	\$19,254 50	\$24,105 59
Taxes, . . . . .	23,087 55	64,674 97	310 86	1,285 58
<b>TOTAL EXPENSES,</b> . . . . .	393,633 63	644,588 65	19,565 36	25,391 17
<b>NET INCOME, DIVIDENDS, ETC.</b>				
Net income, . . . . .	\$234,438 82	\$270,212 74	\$12,368 70	\$19,805 85
Rents, . . . . .	51,727 95	22,760 42	—	—
Interest accrued, . . . . .	48,000 00	27,901 73	12,368 70	937 50
Dividends earned, . . . . .	134,710 87	219,550 59	—	18,868 35
Per cent., . . . . .	6.3	9.3	—	15.2
Dividends declared, . . . . .	105,000 00	189,600 00	—	7,428 00
Per cent., . . . . .	5.0	8.0	—	6.0
Balance for the year, . . . . .	29,710 87	29,950 59*	—	11,440 35
Surplus last year, . . . . .	65,590 90	928,424 02	138,963 44d	129,240 01
Surplus Sept. 30, 1886, . . . . .	95,301 77	958,374 61	138,963 44d	140,680 36

\* Paid dividend Jan. 1, 1886, of \$17,400 from surplus of previous years.

d Deficit.

	16. — CHESHIRE — Con.	17. — CONNECTICUT RIVER — Con.	18. — FALL RIVER, WARREN & PROVIDENCE — Con.	19. — HARVARD BRANCH — Con.
<b>MILEAGE, TRAFFIC, ETC.</b>				
Passenger-train mileage, . . . . .	169,015	833,841	31,900	23,336
Freight-train mileage, . . . . .	404,805	147,280	6,220	6,008
Total revenue-train mileage, . . . . .	573,820	481,121	37,520	28,344
Switching-train mileage, . . . . .	45,543	100,144	-	-
Other train mileage, . . . . .	11,907	18,619	-	-
TOTAL TRAIN MILEAGE, . . . . .	631,270	599,884	37,520	28,344
Number season-ticket passengers, . . . . .	4,506	311,840	-	12,671
Number local passengers (including season), . . . . .	83,291	1,369,865	5,068	42,788
Number through passengers, * . . . .	89,921	161,843	151,149	81,399
Total number of passengers carried, . . . . .	173,212	1,531,208	156,217	196,858
Local passenger mileage, . . . . .	1,451,536	11,967,103	16,161	256,730
Through passenger mileage, * . . . .	3,688,181	3,921,045	997,902	488,398
Total passenger mileage, . . . . .	5,139,517	15,888,148	1,014,063	745,128
Tons of local freight carried, . . . . .	44,401	210,280	85	10,391
Tons of through freight carried, * . . . .	567,497	461,559	14,499	39,392
Total tons of freight carried, . . . . .	611,898	671,839	14,584	49,773
Local freight mileage, . . . . .	1,211,122	3,568,666	340	72,735
Through freight mileage, * . . . .	32,119,140	12,999,147	111,371	235,293
Total freight mileage, . . . . .	33,330,262	16,567,813	111,711	308,028
Average rate of fare per mile, local passengers, through passengers, * . . . .	3.50 cents.	2.28 cents.	2.80 cents.	3.40 cents.
season-ticket passengers, . . . . .	3.20 "	2.82 "	2.30 "	2.19 "
ALL PASSENGERS, . . . . .	1.50 "	0.73 "	-	1.04 "
Average rate of freight per mile local freight, through freight, * . . . .	3.10 "	2.42 "	2.40 cents.	2.01 "
ALL FREIGHT, . . . . .	5.01 "	4.27 "	10.50 "	3.61 "
	1.19 "	2.39 "	4.95 "	3.27 "
	1.24 "	2.81 "	4.97 "	3.91 "

EQUIPMENT.				†	
Number of locomotives,	passenger cars,	parlor and sleeping cars,	mail, baggage and express cars,		
30	43	—	18†	—	3
25	35	—	486	—	4
—	—	11	47	—	—
453	—	—	—	—	2
32	—	—	—	—	18
GENERAL INFORMATION, ETC.				5.794	8.00
Total miles of road operated,	79,850	64.01	—		
Same in Massachusetts,	55,925	21.20	—	3,662	8.00
Average number of persons employed,	586	330	—	18	29

• To and from other roads.

† Leases equipment of Old Colony Railroad Company.

‡ Includes 15 combination cars.

	20. — HOUSATONIC OF CONNECTICUT.*	21. — MILFORD & WCONSOCKET.	22. — NANTASKET BEACH.†	23. — NEW HAVEN & NORTHAMPTON.	24. — NEW LONDON NORTHERN.‡
<b>CAPITAL STOCK.</b>					
Amount paid in, . . . . .	—	\$148,600 00	—	\$2,460,000 00	\$1,500,000 00
Number of stockholders, . . . . .	—	30	—	249	334
Stockholders in Massachusetts, . . . . .	—	28	—	40	59
Amount of stock held in Massachusetts, . . . . .	—	\$140,800 00	—	\$138,100 00	\$313,100 00
<b>DEBT.</b>					
Funded debt, . . . . .	—	\$19,000 00	—	\$3,900,000 00	\$1,499,500 00
Unfunded debt, . . . . .	—	54,141 87	—	175,544 55	136,838 09
<b>TOTAL GROSS DEBT, . . . . .</b>	—	73,141 87	—	4,075,544 55	1,636,338 09
<b>PERMANENT INVESTMENTS.</b>					
Construction, . . . . .	—	\$170,744 33	—	\$5,650,038 40	\$2,812,674 36
Equipment, . . . . .	—	34,450 01	—	910,937 03	248,420 44
Other property, . . . . .	—	—	—	100,372 81	243,170 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	—	205,194 34	—	6,661,368 24	3,304,264 80
Cash and cash assets, . . . . .	—	10,818 44	—	276,362 48	268,497 71
<b>TOTAL PROPERTY AND ASSETS, . . . . .</b>	—	216,012 78	—	6,937,730 72	3,572,762 51
<b>REVENUE FOR THE YEAR.</b>					
From local passengers, . . . . .	\$58,993 26	\$15,846 96	\$8,963 22	\$155,626 32	\$124,901 04\$
through passengers, . . . . .	31,765 60	10,111 26	—	63,427 14	91,027 26
express and extra baggage, . . . . .	5,550 00	1,470 00	—	15,674 52	10,250 50
mails, . . . . .	4,857 12	830 25	320 67	9,303 25	11,951 22
other sources passenger department, . . . . .	—	—	—	—	—
<b>Total earnings passenger department, . . . . .</b>	101,165 98	28,258 47	9,283 89	244,031 23	238,130 01

From local freight, . . . . .	58,241 52	11,022 83	91 20	307,442 63	168,881 57
through freight, . . . . .	75,861 38	12,386 87	-	266,054 97	212,826 89
other sources freight department, . . . . .	17,949 44	-	-	17,216 20	-
<i>Total earnings freight department,</i> . . . . .	152,052 34	23,389 70	91 20	590,713 80	381,708 46
TOTAL TRANSPORTATION EARNINGS, . . . . .	263,218 32	51,618 17	9,375 09	884,745 03	619,838 47
From rents for use of road, . . . . .	-	-	-	-	-
all other sources, . . . . .	792 58	-	552 34	7,764 06	9,801 66
TOTAL INCOME FROM ALL SOURCES, . . . . .	254,010 90	51,618 17	9,927 43	842,509 09	629,700 13
EXPENSES.					
Transportation expenses, . . . . .	\$160,564 27	\$42,094 42	\$9,624 22	\$550,291 14	\$327,685 08
Taxes, . . . . .	7,465 68	555 85	34 91	20,965 25	23,924 83
TOTAL EXPENSES, . . . . .	168,029 95	42,689 77	9,659 13	571,256 39	351,559 91
NET INCOME, DIVIDENDS, ETC.					
Net income, . . . . .	\$85,188 37	\$8,928 40	\$268 30	\$271,252 70	\$213,183 59
Rents, . . . . .	-	-	-	28,443 09	-
Interest accrued, . . . . .	-	4,202 55	-	292,425 25	84,847 92
Dividends earned, . . . . .	-	-	-	10,384 36	128,335 67
Per cent., . . . . .	-	-	-	-	-
Dividends declared, . . . . .	-	-	-	-	90,000 00
Per cent., . . . . .	-	-	-	-	6.0
Balance for the year, . . . . .	4,725 85	-	268 30	10,384 36	38,335 67
Surplus last year, . . . . .	10,454 94d	-	11,517 65	391,801 81	398,088 75
Surplus Sept. 30, 1886, . . . . .	5,729 09d	-	11,815 95	402,186 17	436,424 42

\* Operating the Berkshire, Stockbridge & Pittsfield and West Stockbridge railroads.

† The details of the operation of the road are taken from the return made by the trustee for the bondholders.

‡ Leased to J. Gregory Smith et al.

§ Lessee's Account.

|| Company's account; being amount derived from rent, etc., \$237,244.70; less general expenses, \$24,061.11.

d Deficit

Operating the Berkshire, Stockbridge & Pittsfield and West Stockbridge railroads.

The details of the operation of the road are taken from the return made by the trustee for the bondholders.

Leased to J. Gregory Smith et al.

Lessee's Account.

Company's account; being amount derived from rent, etc., \$237,244.70; less general expenses, \$24,061.11.

	29. — HOUSATONIC OF CONNECTICUT — CON.	31. — MILFORD & WOONSOCKET — CON.	32. — NANTUCKET BEACH — CON.	33. — NEW HAVEN & NORTHAMPTON — CON.	34. — NEW LONDON NORTHEM — CON.
<b>MILEAGE, TRAFFIC, ETC.</b>					
Passenger-train mileage, . . . . .	94,313	63,396	19,709	398,520	257,228
Freight-train mileage, . . . . .	90,314	15,833	—	225,030	192,021
Total revenue-train mileage, . . . . .	184,627	69,229	19,709	623,550	449,249
Switching-train mileage, . . . . .	—	7,748	—	62,582	114,575
Other train mileage, . . . . .	13,413	1,860	—	13,068	640
TOTAL TRAIN MILEAGE, . . . . .	198,040	78,837	19,709	699,190	564,364
Number season ticket passengers, . . . . .	—	21,241	4,205	—	32,312
Number local passengers (including season), . . . . .	91,997	98,878	85,037	442,046	321,518
Number through passengers,* . . . . .	49,538	46,438	—	96,088	150,182
Total number of passengers carried, . . . . .	141,535	145,316	85,037	538,084	471,700
Local passenger mileage, . . . . .	2,247,503	588,009	589,562	6,693,611	3,997,206
Through passenger mileage,* . . . . .	1,411,804	351,121	—	2,941,517	3,180,369
Total passenger mileage, . . . . .	3,659,307	939,130	589,562	9,635,128	7,177,575
Tons of local freight carried, . . . . .	45,458	15,939	—	268,363	135,895
Tons of through freight carried,* . . . . .	67,364	34,686	—	294,653	361,678
Total tons of freight carried, . . . . .	113,322	50,625	—	563,016	497,573
Local freight mileage, . . . . .	1,705,919	107,043	—	14,131,298	5,034,590
Through freight mileage,* . . . . .	4,741,396	319,332	—	14,932,339	20,265,335
Total freight mileage, . . . . .	6,447,255	426,375	—	29,064,137	25,299,925
Av. rate of fare per mile, local passengers, . . . . .	3.63 cents.	3.23 cents.	1.44 cents.	2.32 cents.	3.30 cents.
through passengers,* . . . . .	2.25 "	2.02 "	—	2.15 "	2.86 "
season-ticket passengers, . . . . .	—	1.24 "	.77 cents.	—	.72 "
ALL PASSENGERS, . . . . .	2.48 cents.	2.71 "	1.40 "	2.27 cents.	3.00 "
Av. rate of freight per mile, local freight, . . . . .	13.00 "	10.30 "	—	2.17 "	3.50 "
through freight,* . . . . .	1.60 "	3.86 "	—	1.78 "	1.00 "
ALL FREIGHT, . . . . .	2.08 "	5.47 "	—	1.97 "	1.51 "

EQUIPMENT.					
Number of locomotives, . . . . .	-	3	4	28	23
passenger cars, . . . . .	-	4	12	26	13
parlor and sleeping cars, . . . . .	-	-	-	2	-
mail, baggage, and express cars, . . . . .	-	-	4	11	14
freight cars (basis 8 wheels), . . . . .	-	3	4	134	325
other cars, . . . . .	-	1	5	411	7
GENERAL INFORMATION, ETC.					
Total miles of road operated, . . . . .	46,600	19,997	6,938	173,010	121.00
Same in Massachusetts, . . . . .	46,600	19,997	6,938	106,620	54.00
Average number of persons employed, . . . . .	180	45	20	540	484

• To and from other roads.



	25.—NEW YORK, NEW HAVEN & HARTFORD.	26.—NORWICH & WORCESTER.	27.—PROVIDENCE & WORCESTER.	28.—UNION FREIGHT.	29.—WORCESTER, NABUA & ROCHESTER.*
<b>CAPITAL STOCK.</b>					
Amount paid in, . . . . .	\$15,500,000 00	\$2,604,400 00	\$2,500,000 00	\$300,000 00	\$3,099,800 00
Number of stockholders, . . . . .	3,586	767	799	3	818
Stockholders in Massachusetts, . . . . .	502	617	409	3	571
Amount of stock held in Massachusetts, . . . . .	\$2,245,900 00	\$2,009,100 00	\$1,415,300 00	\$300,000 00	\$2,596,800 00
<b>DEBT.</b>					
Funded debt, . . . . .	\$2,000,000 00	\$400,000 00	\$1,242,000 00	—	\$1,662,000 00
Unfunded debt, . . . . .	641,687 80	185,641 78	371,667 26	\$114,312 30	35,547 50
<b>TOTAL GROSS DEBT,</b> . . . . .	<b>2,641,687 80</b>	<b>585,641 78</b>	<b>1,613,667 26</b>	<b>114,312 30</b>	<b>1,697,547 50</b>
<b>PERMANENT INVESTMENTS.</b>					
Construction, . . . . .	\$13,285,696 14	\$3,309,556 82	\$3,500,000 00	\$401,069 67	\$4,188,584 99
Equipment, . . . . .	2,479,326 35	179,750 67	575,000 00	17,000 00	415,336 03
Other property, . . . . .	999,714 59	273,107 08	—	13,000 00	—
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>16,764,737 08</b>	<b>3,762,414 57</b>	<b>4,075,000 00</b>	<b>431,069 67</b>	<b>4,553,921 02</b>
Cash and cash assets, . . . . .	4,640,366 11	282,567 30	309,025 78	15,889 18	115,474 58
<b>TOTAL PROPERTY AND ASSETS,</b> . . . . .	<b>21,405,103 19</b>	<b>4,044,981 87</b>	<b>4,384,025 78</b>	<b>446,958 85</b>	<b>4,669,395 60</b>
<b>REVENUE FOR THE YEAR.</b>					
From local passengers, . . . . .	\$2,601,847 35	\$120,084 78	\$407,472 25	—	21,150 21
through passengers, . . . . .	1,443,590 98	72,977 81	61,283 27	—	26,599 08
express and extra baggage, . . . . .	277,166 06	16,574 28	20,826 67	—	2,393 54
malls, . . . . .	174,184 75	5,770 54	8,863 88	—	3,017 65
other sources passenger department, . . . . .	180,269 87	—	—	—	555 01
<b>Total earnings passenger department,</b> . . . . .	<b>4,677,049 01</b>	<b>215,407 41</b>	<b>493,395 07</b>	<b>—</b>	<b>53,715 49</b>

From local freight, through freight, . . . . .	909,617 85	186,243 51	415,529 73	\$69,477 99	24,405 09
other sources freight department, <i>Total earnings freight department,</i> . . . . .	1,968,029 80	344,420 62	289,846 65	3,661 83	86,108 53
<i>TOTAL EARNINGS</i> . . . . .	17,593 57	—	—	—	4,604 73
<i>TOTAL TRANSPORTATION EARNINGS,</i> From rents for use of road, . . . . .	2,795,240 72	530,864 13	705,376 38	73,129 82	115,118 35
all other sources, . . . . .	7,472,289 73	746,071 54	1,198,772 45	73,129 82	168,833 84
<i>TOTAL INCOME FROM ALL SOURCES,</i> EXPENSES. Transportation expenses, . . . . .	—	2,587 52	46,939 01	912 00	187,500 00
Taxes, . . . . .	7,601,946 41	748,659 06	1,245,711 46	74,041 82	12,708 52
<i>TOTAL EXPENSES,</i> . . . . .	—	—	—	—	969,042 36
<i>NET INCOME, DIVIDENDS, ETC.</i> Net income, . . . . .	\$1,661,029 88	\$425,881 32	\$830,972 99	\$43,532 08	\$104,429 49
Rents, . . . . .	306,946 14	48,401 21	43,688 76	1,792 32	99 10
Interest accrued, . . . . .	4,967,976 02	474,282 53	874,661 75	45,314 40	104,528 59
Dividends earned, . . . . .	—	—	—	—	—
Per cent., . . . . .	—	—	—	—	—
Dividends declared, . . . . .	\$2,633,970 39	\$274,376 53	\$371,049 71	\$28,727 42	\$264,513 77
Per cent., . . . . .	420,730 00	40,475 00	—	—	—
Balance for the year, . . . . .	80,000 00	24,157 52	85,713 62	7,557 94	82,991 04
Surplus last year, . . . . .	2,133,240 39	209,744 01	285,336 09	21,139 43	181,522 73
Surplus Sept. 30, 1886, . . . . .	13.8	8.1	11.4	7.0	—
	1,550,000 00	207,324 00	150,000 00	21,000 00	91,869 00
	10.0	8.0	6.0	7.0	3.0†
	533,240 39	1,920 01	135,336 09	169 48	89,653 73
	2,680,175 00	853,020 08	54,489 34	32,477 07	\$217,605 63d
	3,263,415 39	854,940 09	270,358 52†	32,646 55	127,951 90d

\* Operated by the company until Jan. 1, 1886, when the road was leased to the Boston & Maine Railroad, and earnings and expenses from that date are in the B. & M. report.

† On \$3,062,300 capital stock.

‡ Deducted from surplus \$29,841.84 for personal injuries, etc.; \$278,000 for "distribution of stock."

d Deficit.

† Includes Improvement fund of \$80,533.09.

	25.—NEW YORK, NEW HAVEN & HARTFORD—Con.	26.—NORWICH & WORCESTER—Con.	27.—PROVIDENCE & WORCESTER—Con.	28.—UNION FREIGHT—Con.	29.—WORCESTER, NASHUA & ROCHESTER—Con.
<b>MILEAGE, TRAFFIC, ETC.</b>					
Passenger-train mileage, . . . . .	2,576,385	176,639	310,194	—	62,339
Freight-train mileage, . . . . .	1,388,161	171,290	257,710	18,364	65,762
Total revenue-train mileage, . . . . .	3,964,546	347,929	567,904	18,364	128,101
Switching-train mileage, . . . . .	827,274	172,040	222,063	—	96,703
Other train mileage, . . . . .	181,423	16,878	46,507	—	2,529
TOTAL TRAIN MILEAGE, . . . . .	4,973,243	535,847	836,474	18,364	167,333
Number season-ticket passengers, . . . . .	2,439,250	43,830	121,968	—	17,992
Number local passengers (including season), . . . . .	7,372,495	460,735	2,685,201	—	71,596
Number through passengers*, . . . . .	894,815	104,720	156,080	—	57,257
Total number of passengers carried, . . . . .	8,267,310	565,455	2,841,281	—	108,853
Local passenger mileage, . . . . .	158,697,345	5,693,612	19,742,613	—	868,520
Through passenger mileage*, . . . . .	67,465,299	2,926,670	2,489,803	—	910,241
Total passenger mileage, . . . . .	226,162,644	8,620,282	22,232,416	—	1,778,761
Tons of local freight carried, . . . . .	744,030	290,019	503,066	227,680	16,523
Tons of through freight carried, . . . . .	1,632,165	459,730	461,107	11,241	107,618
Total tons of freight carried, . . . . .	2,376,195	689,749	964,173	238,921	124,141
Local freight mileage, . . . . .	26,189,343	8,475,862	13,668,468	313,060	604,468
Through freight mileage*, . . . . .	113,985,209	14,019,407	14,621,956	16,861	3,647,113
Total freight mileage, . . . . .	139,175,052	22,495,269	28,290,424	329,921	4,251,571
Av. rate of fare per mile, local passengers, . . . . .	2.56 cents.	2.50 cents.	2.20 cents.	—	3.16 cents.
through passengers*, . . . . .	2.28 "	2.40 "	2.42 "	—	2.76 "
season-ticket passengers, . . . . .	.57 "	.90 "	.67 "	—	.39 "
ALL PASSENGERS, . . . . .	1.92 "	2.24 "	2.10 "	—	2.73 "
Av. rate of freight per mile, local freight, . . . . .	3.65 "	2.19 "	3.04 "	2.22 cents.	3.54 "
through freight*, . . . . .	1.64 "	2.45 "	1.98 "	2.17 "	2.12 "
ALL FREIGHT, . . . . .	2.00 "	2.36 "	2.49 "	2.21 "	2.31 "

EQUIPMENT.				
Number of locomotives, . . . . .	132	17	38	4
passenger cars, . . . . .	270	11	46	-
parlor and sleeping cars, . . . . .	87	4†	-	-
mail, baggage, and express cars, . . . . .	95	3	15	-
freight cars (basis 8 wheels), . . . . .	2,720	559	1,153	-
other cars, . . . . .	57	6	14	-
GENERAL INFORMATION, ETC.				
Total miles of road operated, . . . . .	265.36	66.48	50.41	2.431
Same in Massachusetts, . . . . .	5.87	18.50	26.01	2.431
Average number of persons employed, . . . . .	4,119	434	876	34

† Combination cars.

• To and from other roads.

NARROW GAUGE ROADS.	30.—BOSTON, REVERE BEACH & LYNN.	31.—GRAYTON CER- TEE.	32.—MARTHA'S VINEYARD.	33.—NANTUCKET.	34.—WORCESTER & SHERBURN.
<b>CAPITAL STOCK.</b>					
Amount paid in, . . . . .	\$600,000 00	\$29,830 00	\$40,000 00	\$95,000 00	\$36,825 00
Number of stockholders, . . . . .	341	56	24	75	10
Stockholders in Massachusetts, . . . . .	318	56	22	60	10
Amount of stock held in Massachusetts, . . . . .	\$540,700 00	\$29,830 00	\$36,400 00	\$83,100 00	\$36,825 00
<b>DEBT.</b>					
Funded debt, . . . . .	\$350,000 00	\$13,000 00	\$40,000 00	\$59,500 00	\$22,000 00
Unfunded debt, . . . . .	58,180 11	8,132 51	2,082 00	13,078 28	3,343 15
<b>TOTAL GROSS DEBT, . . . . .</b>	<b>408,180 11</b>	<b>21,132 51</b>	<b>42,082 00</b>	<b>72,578 28</b>	<b>25,343 15</b>
<b>PERMANENT INVESTMENTS.</b>					
Construction, . . . . .	\$662,577 84	\$39,245 98	\$91,512 09	\$156,904 67	43,958 10
Equipment, . . . . .	178,555 22	5,025 69	14,031 00	14,413 18	33,466 62
Other property, . . . . .	213,129 12	-	3,501 68	-	-
<b>TOTAL PERMANENT INVESTMENTS,</b>	<b>1,054,242 18</b>	<b>44,271 67</b>	<b>109,044 72</b>	<b>171,317 85</b>	<b>77,424 72</b>
Cash and cash assets, . . . . .	22,500 71	312 83	596 34	1,415 44	299 88
<b>TOTAL PROPERTY AND ASSETS,</b>	<b>1,076,742 89</b>	<b>44,584 50</b>	<b>109,641 06</b>	<b>172,733 29</b>	<b>77,724 60</b>
<b>REVENUE FOR THE YEAR.</b>					
From local passengers, . . . . .	\$202,962 20	\$4,458 16	\$4,546 68	\$6,840 85	\$26,970 98
through passengers, . . . . .	6,912 10	-	-	-	-
express and extra baggage,	-	525 00	21 50	-	-
mails, . . . . .	-	500 00	200 00	-	-
all other sources, . . . . .	13,970 85	1,298 76	358 27	590 55	324 87
<b>TOTAL INCOME FROM ALL SOURCES,</b>	<b>222,845 15</b>	<b>6,781 92</b>	<b>5,126 45</b>	<b>7,431 40</b>	<b>27,295 85</b>

EXPENSES.						
Transportation expenses, . . . . .		\$126,881 64	\$6,918 09	\$4,616 15	\$5,585 19	\$16,270 15
Taxes, . . . . .		11,023 41	-	24 24	121 03	145 08
TOTAL EXPENSES, . . . . .		137,905 05	6,918 09	4,670 39	5,706 22	16,415 23
NET INCOME, DIVIDENDS, ETC.						
Net income, . . . . .		\$84,940 10	\$136 17d	\$456 06	\$1,725 18	\$10,880 62
Interest accrued, . . . . .		22,480 12	1,127 50	2,019 39	5,091 09	1,320 00
Dividends declared, . . . . .		36,000 00	-	-	-	-
Per cent., . . . . .		6.0	-	-	-	-
Balance for the year, . . . . .		26,459 98	1,263 67d	1,563 33d	3,365 91d	9,560 62
Surplus last year, . . . . .		42,102 80	5,114 34d	29,172 39	8,520 92	5,995 88
Surplus Sept. 30, 1886, . . . . .		68,562 78	6,373 01d	27,609 06	5,155 01	15,556 45

d Deficit.

NARROW GAUGE ROADS.	30.—BOSTON, REVERE BEACH & LYNN—Con.	31.—GRAFTON CEN- TRE—Con.	32.—MARTHA'S VINEYARD—Con.	33.—NANTUCKET —Con.	34.—WORCESTER & SHERBURN—Con.
<b>MILEAGE, TRAFFIC, ETC.</b>					
Passenger-train mileage, . . . .	168,212	14,085	6,424	11,214	34,156
Other train mileage, . . . .	8,386	—	—	—	—
<b>TOTAL TRAIN MILEAGE,</b> . . . .	176,598	14,085	6,424	11,214	34,156
Number season-ticket passengers, . . . .	342,420	—	—	—	—
Number local passengers (including sea- son), . . . .	1,951,571	39,973	19,647	22,020	337,192
Number through passengers,* . . . .	69,069	—	—	—	—
<b>Total number of passengers carried,</b> . . . .	2,020,640	39,973	19,647	22,020	337,192
Local passenger mileage, . . . .	10,439,201	119,919	141,848	242,220	910,418
Through passenger mileage,* . . . .	214,113	—	—	—	—
<b>Total passenger mileage,</b> . . . .	10,653,314	119,919	141,848	242,220	910,418
<b>EQUIPMENT.</b>					
Number of locomotives, . . . .	7	1	1	2	3
passenger cars, . . . .	33	1	3	4	7
mail, baggage and express cars, . . . .	—	—	1	—	—
freight cars (basis 8 wheels), . . . .	4	—	—	4	—
other cars, . . . .	24	—	—	—	4
<b>GENERAL INFORMATION, ETC.</b>					
Total miles of road operated, . . . .	8.80	3.00	8.78	11.16	2.70
Same in Massachusetts, . . . .	8.80	3.00	8.78	11.16	2.70
Average number of persons employed, . . . .	105	8	10	15	7

\* To and from other roads.

LEASED ROADS.*		35.—ATTLEBOROUGH BRANCH. 1	36.—BREMSEH. 2	37.—EASTERN. 3	38.—FALL RIVER. 4	39.—HOLYOKE & WESTFIELD. 5
<b>LIABILITIES.</b>						
Capital stock, . . . . .		\$191,700 00	\$600,000 00	\$ 4,997,600 00	\$200,000 00	\$260,000 00
Funded debt, . . . . .		—	—	13,224,203 17	200,000 00	260,000 00
Unfunded debt, . . . . .		—	245 07	890,884 69	64,787 51	97
Surplus Sept. 30, 1886, . . . . .		836 46	14,253 82	702,067 04	20,842 82d	12,882 00
<b>TOTAL LIABILITIES,</b> . . . . .		192,536 46	614,498 89	19,754,704 90	464,787 51	532,382 97
<b>ASSETS.</b>						
Construction, . . . . .		\$191,416 48	\$600,000 00	\$14,497,655 26	\$443,944 69	\$522,268 89
Other property, . . . . .		1,000 00	6,000 00	4,504,806 25	—	—
Cash and cash assets, . . . . .		119 98	8,498 89	752,243 89	—	10,114 08
<b>TOTAL ASSETS,</b> . . . . .		132,536 46	614,498 89	19,754,704 90	443,944 69	532,382 97
<b>INCOME, EXPENSES, ETC., FOR THE YEAR.</b>						
Total income from all sources, . . . . .		\$9,259 00	\$42,445 15	\$1,294,411 58	\$11,604 31	\$28,443 09
Total expenses, . . . . .		—	9,921 38	9,869 63	276 60	1,118 95
Net income, . . . . .		9,259 00	32,523 77	1,284,551 95	11,327 71	27,324 14
Interest accrued, . . . . .		—	—	350,431 46	10,000 00	17,600 00
Dividends declared, . . . . .		9,219 00	32,497 92	—	—	10,400 00
Per cent., . . . . .		7.0	5.41	—	—	4.0
Balance for the year, . . . . .		40 00	25 85	434,120 49	1,327 71	675 86d

\* Leased to and operated by the 'Boston and Providence, 'Housatonic of Connecticut, 'Boston and Maine, 'Old Colony, 'New Haven and Northampton.



LEASED ROADS.*		49.—LOWELL & ANDOVER, 1	41.—MILFORD, FRANKLIN & PROV- IDENCE, †	42.—MONADNOCK, 2	43.—NASHUA & LOWELL, 3
LIABILITIES.					
Capital stock, . . . . .	.	\$500,000 00	\$100,000 00	\$205,400 00	\$800,000 00
Funded debt, . . . . .	.	180,000 00	—	52,000 00	300,000 00
Unfunded debt, . . . . .	.	—	43 50	2 00	40,468 50
Surplus Sept 30, 1886, . . . . .	.	110,602 31	—	115,959 33	121,140 69
TOTAL LIABILITIES, . . . . .	.	790,602 31	100,043 50	373,361 33	1,261,609 19
ASSETS.					
Construction, . . . . .	.	\$754,695 94	\$95,061 35	\$387,701 26	\$691,292 07
Other property, . . . . .	.	—	4,885 08	3,090 00	218,242 95
Cash and cash assets, . . . . .	.	35,906 37	297 07	2,570 07	352,074 17
TOTAL ASSETS, . . . . .	.	790,602 31	100,043 50	373,361 33	1,261,609 19
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources, . . . . .	.	\$53,225 53	†	\$12,750 00	\$83,514 79
Total expenses, . . . . .	.	463 89	—	62 00	5,603 39
Net income, . . . . .	.	52,761 64	—	12,688 00	77,911 40
Interest accrued, . . . . .	.	10,800 07	—	2,839 75	17,585 89
Dividends declared, . . . . .	.	35,000 00	—	—	56,000 00
Per cent., . . . . .	.	7.0	—	—	7.0
Balance for the year, . . . . .	.	6,961 64	—	9,848 25	4,325 51

\* Leased to and operated by the <sup>1</sup> Boston & Maine, <sup>2</sup> Cheshire, <sup>3</sup> Boston & Lowell.

† Operated by the Milford and Woonsocket R. R. Co. upon terms not yet agreed upon.

LEASED ROADS.*		44.—NARUA & ACTON & BOSTON. 1	45.—NEWBURYPORT CITY. 2	46.—NORTH BROOKFIELD. 3	47.—PITTSFIELD & NORTH ADAMS. 4
<b>LIABILITIES.</b>					
Capital stock, . . . . .	.	\$500,000 00	\$97,000 00	\$100,000 00	\$450,000 00
Funded debt, . . . . .	.	500,000 00	25,000 00	—	—
Unfunded debt, . . . . .	.	462,482 90	—	—	—
Surplus Sept. 30, 1886, . . . . .	.	399,194 29 <sup>d</sup>	16,707 81	5,995 24	—
<b>TOTAL LIABILITIES, . . . . .</b>	.	<b>1,462,482 90</b>	<b>138,707 81</b>	<b>105,995 24</b>	<b>450,000 00</b>
<b>ASSETS.</b>					
Construction, . . . . .	.	\$1,057,031 20	\$122,128 33	\$105,456 79	\$138,752 57
Other property, . . . . .	.	—	—	76 00	11,247 43
Cash and cash assets, . . . . .	.	6,257 41	16,579 48	463 45	—
<b>TOTAL ASSETS, . . . . .</b>	.	<b>1,063,288 61</b>	<b>138,707 81</b>	<b>105,995 24</b>	<b>450,000 00</b>
<b>INCOME, EXPENSES, ETC., FOR THE YEAR.</b>					
Total income from all sources, . . . . .	.	\$5,500 00	\$6,865 37	\$2,553 94	\$22,500 00
Total expenses, . . . . .	.	—	1,040 29	279 34	—
Net income, . . . . .	.	5,500 00	5,825 08	2,274 60	22,500 00
Interest accrued, . . . . .	.	30,225 51	1,750 00	—	—
Dividends declared, . . . . .	.	—	3,395 00	2,000 00	22,500 00
Per cent., . . . . .	.	—	3.5	2.0	5.0
Balance for the year, . . . . .	.	24,725 51 <sup>d</sup>	680 08	274 60	—

\* Leased to Concord of N. H., † Eastern, and operated by the Boston & Maine, ‡, † Boston & Albany.

<sup>d</sup> Deficit.

LEASED ROADS.*		48. — RHODE ISLAND & MARSHACHTS.1	49. — PROVIDENCE, WEBSTER & SPRINGFIELD.2	50. — SPENCER.2	51. — SPRINGFIELD & NEW LONDON.3	52. — STOCKBRIDGE & PITTSFIELD.4
LIABILITIES.						
Capital stock,	.	\$100,000 00	\$110,000 00	\$50,000 00	\$198,145 00	\$448,700 00
Funded debt,	.	—	—	4,500 00	—	—
Unfunded debt,	.	19 00	49,136 02	—	49 50	742 16
Surplus Sept. 30, 1886,	.	22,225 43	2,554 31	8,934 29	238 46d	2,815 43
TOTAL LIABILITIES,	.	122,244 43	161,690 33	63,434 29	198,194 50	452,257 59
ASSETS.						
Construction,	.	\$112,321 13	\$161,630 33	\$62,854 43	\$187,805 52	\$448,700 00
Other property,	.	—	—	—	9,998 00	2,550 00
Cash and cash assets,	.	9,923 30	60 00	579 86	152 52	1,007 59
TOTAL ASSETS,	.	122,244 43	161,690 33	63,434 29	197,956 04	452,257 59
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	.	\$10,000 00	\$4,119 62	\$1,823 24	\$4,135 00	\$31,647 00
Total expenses,	.	—	612 89	815 69	836 52	7,174 48
Net income,	.	10,000 00	3,606 73	1,007 55	3,298 48	24,472 52
Interest accrued,	.	—	1,460 80	270 00	—	67 79
Dividends declared,	.	5,000 00	—	4,500 00	5,593 25	24,382 13
Per cent.,	.	5.0	—	9.0	5.25	5.43
Balance for the year,	.	5,000 00	2,145 93	3,762 45d	2,294 77d	42 60

\* These roads are leased to and operated by the 1, 2 New York & New England, 3 Boston & Albany, 4 Housatonic of Connecticut. d Deficit.

LEASED ROADS.*		32.—STONY BROOK, MASSACHUSETTS. 2	54.—VERMONT & MASSACHUSETTS. 2	55.—WARE RIVERS	56.—WEST AMES- BURY BRANCH. 4	57.—WEST STOCK- BRIDGES
<b>LIABILITIES.</b>						
Capital stock,	.	\$300,000 00	\$3,193,000 00	\$750,000 00	\$57,000 00	\$39,600 00
Funded debt,	.	—	1,000,000 00	—	57,000 00	—
Unfunded debt,	.	—	11,813 55	865,163 82	150 00	—
Surplus Sept. 30, 1886,	.	223 93	142,002 28	—	173 22	1,198 47
<b>TOTAL LIABILITIES,</b>	.	300,223 93	4,346,815 83	1,115,163 82	114,323 22	40,798 47
<b>ASSETS.</b>						
Construction,	.	\$276,601 19	\$3,288,328 01	\$1,115,163 82	\$114,000 00	\$39,600 00
Other property,	.	21,492 38	472,507 65	—	—	400 00
Cash and cash assets,	.	2,190 36	585,980 17	—	323 22	798 47
<b>TOTAL ASSETS,</b>	.	300,223 93	4,346,815 83	1,115,163 82	114,323 22	40,798 47
<b>INCOME, EXPENSES, ETC., FOR THE YEAR.</b>						
Total income from all sources,	.	\$20,000 00	\$194,580 00	\$52,500 00	\$5,700 00	\$1,937 58
Total expenses,	.	261 59	3,000 00	—	588 65	322 72
Net income,	.	19,738 41	191,580 00	52,500 00	5,111 35	1,614 86
Interest accrued,	.	—	†	—	3,990 00	—
Dividends declared,	.	19,500 00	191,580 00	52,500 00	1,140 00	1,584 00
Per cent.,	.	6.5	6.0	7.0	2.0	4.0
Balance for the year,	.	238 41	—	—	18 65d	30 86

\* These roads are leased to and operated by the † Boston & Lowell, ‡ Fitchburg, § Boston & Albany, ¶ Boston & Maine, \* Housatonic of Connecticut.

† Interest paid by Fitchburg Railroad Company.

d Deficit.

	58.—TROY & GREENFIELD.*	59.—CENTRAL MASSACHUSETTS.†	60.—CHelsea BEACH.‡	61.—DANVERS.‡	62.—DORCHESTER & MILTON.‡	63.—HORN POB BEACH.‡
<b>LIABILITIES.</b>						
Capital stock, . . . . .	-	\$7,254,094 00	\$21,000 00	\$67,500 00	\$73,340 00	\$2,000 00
Funded debt, . . . . .	-	-	-	150,000 00	-	-
Unfunded debt, . . . . .	-	-	17,310 52	26,956 02	58,448 07	-
Surplus Sept. 30, 1886, . . . . .	-	-	-	-	4,584 70	19,238 46
<b>TOTAL LIABILITIES,</b> . . . . .	-	\$7,254,094 00	38,310 52	244,456 02	136,372 77	16,238 46
<b>ASSETS.</b>						
Construction, . . . . .	-	†	\$38,310 52	\$244,456 02	\$136,372 77	\$15,238 46
Other property, . . . . .	-	-	-	-	-	-
Cash and cash assets, . . . . .	-	-	-	-	-	-
<b>TOTAL ASSETS,</b> . . . . .	-	-	38,310 52	244,456 02	136,372 77	15,238 46
<b>INCOME, EXPENSES, ETC., FOR THE YEAR.</b>						
Total income from all sources, . . . . .	\$	†	-	-	-	-
Total expenses, . . . . .	-	-	-	-	-	-
Net income, . . . . .	-	-	-	-	-	-

\* This road is operated by connecting railroads, under contract with the State.

† Road in the hands of the committee of the bondholders. Operated during the year by the Boston & Lowell Railroad, and the earnings and expenses are included in the report of that company.

‡ These roads are virtually owned by the 1 Eastern, and operated by the Boston & Maine, 2 Boston & Maine, 3 Old Colony; and their earnings and expenses are included in the returns of those roads.

§ No returns received at time of going to press.

\* Operated by the Boston & Lowell.

	64.—LANCASTER.*	65.—NEWBURYPORT.†	66.—NEW YORK & BOSTON INLAND.‡	67.—OCEAN TERMINAL.‡
<b>LIABILITIES.</b>				
Capital stock, . . . . .	-	\$220,340 02	\$127,720 00	\$2,000 00
Funded debt, . . . . .	-	300,000 00	-	-
Unfunded debt, . . . . .	-	77,046 31	17,798 12	-
Surplus Sept. 30, 1886, . . . . .	-	-	-	-
<b>TOTAL LIABILITIES, . . . . .</b>	-	597,386 33	145,518 12	2,000 00
<b>ASSETS.</b>				
Construction, . . . . .	-	\$597,386 33	\$145,451 81	\$1,669 28
Other property, . . . . .	-	-	-	-
Cash and cash assets, . . . . .	-	-	66 31	330 72
<b>TOTAL ASSETS, . . . . .</b>	-	597,386 33	145,518 12	2,000 00

\* Road sold under foreclosure of a mortgage.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that road.

‡ Obtained a certificate of incorporation but has not yet commenced the construction of its road.



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**TABULATED COMPARATIVE RESULTS**  
**OF THE**  
**CONDITION AND OPERATION**  
**OF SEVERAL OF THE**  
**RAILROAD CORPORATIONS OF THE STATE.**

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**COMPILED FROM REPORTS.**

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## TABULATED COMPARATIVE RESULTS OF RAILROAD CORPORATIONS.

RAILROADS.	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.					
	68. — Stock paid in.	69. — Net Debt.	70. — Total Stock and Net Debt.	71. — Construction.	72. — Equipment.	73. — Total Permanent Investments.
Boston & Albany,	\$65,085 76	\$29,505 75	\$95,191 51	\$83,586 25	\$10,330 40	\$99,193 42
Boston & Lowell,	52,292 79	37,094 83	89,387 62	71,737 42	12,223 77	101,623 22
Boston & Maine,	56,451 61	26,232 22	82,683 83	77,588 21	10,549 84	97,583 42
Boston & Providence,	62,743 13	10,896 80	73,639 93	73,549 40	3,253 23	81,339 27
Fitchburg,	39,379 25	30,165 66	69,744 91	42,476 15	20,071 23	72,816 95
New York & New England,	67,225 34	48,047 69	115,273 03	100,057 89	11,682 00	113,215 75
Old Colony,	24,677 14	21,596 27	46,273 39	39,798 53	4,781 88	48,392 42
Eastern,	42,238 00	112,430 65	154,668 65	122,529 20	12,236 55	160,602 28
Average,	\$19,037 71	\$36,604 39	\$85,642 10	\$72,541 01	\$9,845 87	\$99,441 29
Cheshire,	\$40,158 52	\$8,745 49	\$48,904 01	\$44,671 18	\$6,010 19	\$50,681 37
Connecticut River,	42,435 09	2,198 28	44,633 31	52,660 65	7,349 00	61,793 17
New Haven & Northampton,	19,316 84	29,832 60	49,149 44	44,366 22	7,153 18	52,307 58
New York, New Haven & Hartford,	110,163 47	—	110,163 47	92,798 05	17,621 37	119,152 36
Norwich & Worcester,	39,175 69	4,558 89	43,734 58	49,782 74	2,703 83	56,594 68
Providence & Worcester,	49,593 33	25,880 60	75,473 93	69,430 67	11,406 47	80,837 14
Average,	\$55,799 24	\$12,132 65	\$67,931 89	\$62,866 16	\$9,865 78	\$75,710 85
Average 14 Roads,	\$50,620 63	\$30,886 50	\$91,507 13	\$70,283 47	\$9,851 03	\$86,236 72

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE ROAD OPERATED.			EARNINGS AND EXP. PER TOTAL REVENUE TRAIN-MILE.		
	74. — Total Transportation Earnings.	75. — Operating Expenses.	76. — Net Earnings.	77. — Total Transportation Earnings.	78. — Operating Expenses.	79. — Net Earnings.
Boston & Albany, . . . . .	\$20,620 83	\$13,715 02	\$6,905 81	\$1,596	\$1,062	\$0,534
Boston & Lowell, . . . . .	6,260 41	4,439 50	1,820 51	1,139	.808	.331
Boston & Maine, . . . . .	12,428 48	7,723 89	4,704 59	1,580	.982	.598
Boston & Providence, . . . . .	25,994 86	18,815 83	7,179 03	1,763	1,276	.487
Fitchburg, . . . . .	14,223 34	10,502 53	3,720 81	1,337	.987	.350
New York & New England, . . . . .	9,740 88	6,581 43	3,159 45	1,638	1,107	.531
Old Colony, . . . . .	9,460 47	6,893 30	2,567 17	1,727	1,258	.469
Average, . . . . .	\$11,604 68	\$7,913 98	\$3,690 70	\$1,509	\$1,029	\$0,480
Cheshire, . . . . .	\$9,308 40	\$5,788 88	\$3,519 52	\$1,038	\$0,645	\$0,393
Connecticut River, . . . . .	11,912 45	7,262 54	3,749 91	1,828	1,206	.622
New Haven & Northampton, . . . . .	4,824 83	3,180 69	1,644 14	1,337	.882	.455
New York, New Haven & Hartford, . . . . .	28,159 06	17,564 93	10,594 13	1,884	1,175	.709
Norwich & Worcester, . . . . .	11,222 50	6,406 15	4,816 34	2,144	1,224	.920
Providence & Worcester, . . . . .	23,780 45	16,484 29	7,296 16	2,112	1,463	.649
Average, . . . . .	\$17,485 32	\$11,061 36	\$6,423 96	\$1,788	\$1,131	\$0,657
Average 13 Roads, . . . . .	\$12,732 51	\$8,517 94	\$4,214 57	\$1,573	\$1,052	\$0,521

*Tabulated Comparative Results of Railroad Corporations — Continued.*

RAILROADS.	EXPENSES PER TOTAL TRAIN MILE.							
	80. — Repairs of Road.*	81. — New Rails.	82. — Repairs of Bridges.	83. — Repairs of Locomo- tives.	84. — Fuel.	85. — Oil and Waste.	86. — Repairs of Passenger, Baggage and Mail Cars.†	87. — Repairs of Freight Cars.‡
Boston & Albany, . . . . .	\$0.1341	\$0.0232	\$0.0147	\$0.0829	\$0.1136	\$0.0102	\$0.0981	\$0.1490
Boston & Lowell, . . . . .	.1147	.0101	.0139	.0456	.0955	.0056	.0499	.0802
Boston & Maine, . . . . .	.1053	.0202	.0282	.0504	.0838	.0057	.0837	.1296
Boston & Providence, . . . . .	.1721	.0162	.0886	.0630	.1006	.0157	.0936	.1590
Fitchburg, . . . . .	.0841	.0141	.0126	.0499	.0933	.0039	.0547	.1460
New York & New England, Old Colony, . . . . .	.1127 .1630	.0098 .0210	.0149 .0333	.0733 .0485	.1064 .0745	.0047 .0070	.0566 .1333	.1132 .2102
Average, . . . . .	\$0.1216	\$0.0172	\$0.0225	\$0.0592	\$0.0952	\$0.0068	\$0.0822	\$0.1340
Cheshire, . . . . .	\$0.0600	\$0.0093	\$0.0019	\$0.0533	\$0.1308	\$0.0090	\$0.0647	\$0.0437
Connecticut River, . . . . .	.1871	.0176	.0317	.0402	.1111	.0060	.0360	.1609
New Haven & Northampton, . . . . .	.1268	.0336	.0357	.0616	.0855	.0114	.0780	.1312
New York, New Haven & Hartford, Norwich & Worcester, Providence & Worcester, . . . . .	.1345 .0826 .1195	.0009 .0226 .0103	.0370 .0221 .0743	.0447 .0505 .0632	.0674 .0787 .0797	.0076 .0040 .0050	.0958 .0528 .1557	.2139 .1885 .1058
Average, . . . . .	\$0.1271	\$0.0078	\$0.0366	\$0.0487	\$0.0787	\$0.0074	\$0.0921	\$0.1647
Average 13 Roads, . . . . .	\$0.1229	\$0.0149	\$0.0258	\$0.0567	\$0.0914	\$0.0069	\$0.0846	\$0.1407

\* Including cost of new ties.

† Per passenger-train mile.

‡ Per freight-train mile.

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	REPAIRS.			AVERAGES, ETC.			
	88. — Per Locomotive.	89. — Per Passenger, Baggage and Mail Car.	90. — Per Freight Car.	91. — Per Passenger: Average Distance travelled.	92. — Per Ton of Freight: Average Distance carried.	93. — Average No. of Passengers per Train Mile.	94. — Average No. of Tons of Freight per Train Mile.
Boston & Albany, . . . . .	\$1,926 48	\$712 56	\$70 42	18.8	111.3	86	133
Boston & Lowell, . . . . .	1,205 27	318 31	37 12	13.2	58.1	39	88
Boston & Maine, . . . . .	1,211 50	545 84	43 17	13.2	47.8	73	86
Boston & Providence, . . . . .	1,188 10	337 22	43 11	9.5	29.2	78	86
Fitchburg, . . . . .	1,424 12	437 86	47 63	14.8	77.8	48	168
New York & New England, . . . . .	1,494 98	362 77	32 32	12.2	64.5	52	133
Old Colony, . . . . .	1,294 96	794 17	65 03	14.8	33.9	73	87
Average, . . . . .	\$1,434 48	\$714 07	\$53 85	13.9	67.8	64	116
Cheshire, . . . . .	\$1,122 12	\$303 90	\$38 62	29.7	54.4	80	82
Connecticut River, . . . . .	731 23	352 74	44 38	10.4	24.7	48	113
New Haven & Northampton, . . . . .	1,538 15	798 61	54 17	17.9	57.8	24	129
New York, New Haven & Hartford, . . . . .	1,683 46	614 35	106 93	27.3	58.6	38	100
Norwich & Worcester, . . . . .	1,592 56	549 34	57 06	15.3	32.6	49	132
Providence & Worcester, . . . . .	1,394 32	791 13	23 39	7.8	29.3	72	110
Average, . . . . .	\$1,399 38	\$386 76	\$77 63	20.6	46.2	72	103
Average 13 Roads, . . . . .	\$1,427 22	\$752 49	\$58 42	15.2	62.0	66	113

Tabulated Comparative Results of Railroad Corporations — Concluded.

RAILROADS.	95. — Passenger Earnings.	96. — Freight Earnings.	97. — Total Transportation Earnings.	98. — Operating Expenses.	99. — Net Earnings.	100. — Per cent Operating Expenses to Trans. Earnings.
Boston & Albany, . . . . .	\$3,689,837 88	\$4,299,082 90	\$7,988,920 78	\$5,313,473 45	\$2,675,447 33	67
Boston & Lowell, . . . . .	1,990,090 33	2,500,122 44	4,490,212 77	3,184,470 29	1,305,742 48	71
Boston & Maine, . . . . .	4,324,116 31	2,929,766 07	7,253,882 38	4,508,052 46	2,745,829 92	62
Boston & Providence, . . . . .	1,188,828 61	622,375 20	1,761,203 81	1,274,810 81	486,393 50	72
Fitchburg, . . . . .	1,183,961 55	2,078,445 56	3,262,407 11	2,408,964 65	853,442 46	74
New York & New England, . . . . .	1,436,716 34	2,262,479 18	3,699,195 52	2,499,364 65	1,199,830 87	68
Old Colony, . . . . .	2,574,587 00	1,857,263 76	4,431,850 76	3,229,234 38	1,202,616 38	74
Cheshire, . . . . .	\$188,195 17	\$412,635 59	\$595,830 76	\$370,546 08	\$225,284 68	62
Connecticut River, . . . . .	413,826 64	465,517 14	879,343 78	579,913 68	299,430 10	66
New Haven & Northampton, . . . . .	244,031 23	590,713 80	834,745 03	550,291 14	284,453 89	66
New York, New Haven & Hartford, . . . . .	4,677,949 01	2,795,240 72	7,472,289 73	4,661,029 88	2,811,259 85	62
Norwich & Worcester, . . . . .	215,407 41	630,664 13	746,071 54	425,881 32	320,190 22	57
Providence & Worcester, . . . . .	493,396 07	705,376 38	1,198,772 45	830,972 99	367,799 46	70

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COMPARISON OF RETURNS

1885 with 1886,

AND

SUMMARY TAKEN FROM RETURNS

OF

1873-1881-1882-1883-1884-1885-1886.

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[221]

*Summary taken from the Returns of 1885 and 1886.*

	1885.	1886.	Increase.	Decrease.
<i>Roadway.</i>				
Length of road and branches, . . .	Miles. 2,859.793	Miles. 2,867.613	Miles. 7.820	-
in Massachusetts, . . .	1,981.688	1,989.508	7.820	-
Length of double track, . . .	977.087	1,011.367	34.280	-
in Massachusetts, . . .	699.639	733.919	34.280	-
Length of sidings, . . .	1,203.142	1,249.862	46.720	-
in Massachusetts, . . .	855.300	892.676	37.376	-
Total length as single track, . . .	5,040.022	5,128.842	88.820	-
in Massachusetts, . . .	3,536.627	3,616.103	79.476	-
Length of steel rails in track, . . .	3,336.476	3,573.910	237.434	-
Length of iron rails in track, . . .	1,703.546	1,554.932	-	148.614
Total miles of road operated, . . .	3,726.297*	3,778.387	53.090	-
in Massachusetts, . . .	1,935.779*	1,988.879	53.100	-
Railroad crossings at grade, . . .	40	39	-	1
over grade, . . .	19	19	-	-
under grade, . . .	19	19	-	-
Highway crossings at grade, . . .	2,118	2,138	20	-
protected, . . .	709	738	29	-
unprotected, . . .	1,409	1,400	-	9
<i>Assets.</i>				
Construction, . . . . .	\$177,392,457 66	\$178,013,772 71	\$621,315 05	-
Equipment, . . . . .	22,680,642 08	22,466,263 04	-	\$215,379 04
Lands, . . . . .	2,398,186 20	2,552,865 50	154,679 30	-
Stocks, . . . . .	7,290,133 55	7,509,923 65	219,790 10	-
Bonds, . . . . .	1,456,517 43	1,319,627 07	-	136,890 36
Other property, . . . . .	2,468,026 98	2,392,617 56	-	75,409 43
Total permanent investments, . . .	\$213,685,963 90	\$214,264,069 52	\$568,105 62	-
Cash, . . . . .	\$3,097,880 04	\$4,034,413 04	\$936,533 00	-
Materials and supplies, . . . . .	3,885,005 73	3,583,332 41	-	\$351,673 32
Sinking fund, . . . . .	2,974,738 83	2,731,089 42	-	243,649 41
Other cash assets, . . . . .	10,118,338 66	12,161,740 03	2,043,401 37	-
Total cash and cash assets, . . . .	\$20,075,963 26	\$22,460,574 90	\$2,384,611 64	-
Profit and loss balance (deficit), . .	1,336,456 47	1,682,947 64	346,491 17	-
Total assets as per balance-sheet, . .	\$235,098,383 63	\$238,397,592 06	\$3,299,208 43	-
<i>Liabilities.</i>				
Capital stock, . . . . .	\$128,551,658 54	\$130,687,969 02	\$2,136,310 48	-
Funded debt, . . . . .	79,714,724 18	80,216,499 55	501,775 37	-
Unfunded debt, . . . . .	14,067,861 12	13,256,672 84	-	\$811,288 28
Surplus, . . . . .	12,764,139 79	14,236,550 65	1,472,410 86	-
Total liabilities as per balance-sheet, . . . . .	\$235,098,383 63	\$238,397,592 06	\$3,299,208 43	-
Total number of stockholders, . . .	39,440	38,876	-	564
in Massachusetts, . . . . .	28,532	28,478	-	54
Stock held in Massachusetts, . . .	\$85,444,154 02	\$84,734,764 02	-	\$709,390 00
Persons employed, . . . . .	30,069	31,188	1,119	-

\* Central Mass. Railroad (43.60 miles) not in operation during the year.

## Summary taken from the Returns of 1885 and 1886.

	1885.	1886.	Increase.	Decrease.
<i>General Exhibit for the Year.</i>				
Total income, . . . . .	\$44,623,350 35	\$49,315,820 50	\$4,692,470 15	-
Total expense, including taxes, . . . . .	29,357,967 36	32,372,939 74	3,014,972 38	-
Net income, . . . . .	15,265,382 99	16,942,880 76	1,677,497 77	-
Rentals, . . . . .	3,146,408 11	3,514,299 44	367,891 33	-
Interest accrued, . . . . .	4,767,095 88	4,810,019 68	42,923 80	-
Dividends earned, . . . . .	7,351,879 00	8,618,561 64	1,266,682 64	-
per cent., . . . . .	5 72	6 70	0 98	-
Dividends declared, . . . . .	6,551,704 15	6,857,506 30	305,802 15	-
per cent., . . . . .	5 10	5 33	0 23	-
Balance for the year, . . . . .	800,174 85	1,761,055 34	960,880 49	-
Surplus Sept. 30, . . . . .	11,427,683 32	12,553,603 01	1,126,919 69	-
<i>Transportation Earnings.</i>				
From local passengers, . . . . .	\$14,454,857 39	\$15,773,723 12	\$1,318,865 73	-
through passengers, . . . . .	5,078,966 71	5,401,602 23	322,635 52	-
express and extra baggage, . . . . .	1,206,175 11	1,280,947 06	74,771 95	-
mails, . . . . .	634,064 90	686,738 42	52,673 52	-
other sources, . . . . .	175,305 16	188,314 88	13,009 72	-
Total passenger department, . . . . .	\$21,649,369 27	\$23,331,325 71	\$1,781,956 44	-
From local freight, . . . . .	\$9,931,155 95	\$10,929,413 10	\$998,257 15	-
through freight, . . . . .	10,192,899 01	11,852,778 57	1,659,879 56	-
other sources, . . . . .	68,916 76	68,171 86	-	\$10,744 90
Total freight department, . . . . .	\$20,192,971 72	\$22,840,363 53	\$2,647,391 81	-
Total transportation earnings, . . . . .	41,742,340 99	46,171,689 24	4,429,348 25	-
Transportation expenses, including taxes, . . . . .	\$29,853,570 77	\$32,892,265 58	\$3,038,694 81	-
<i>Mileage, Traffic, etc.</i>				
Train miles, passenger, freight, . . . . .	16,212,988 11,722,667	17,268,159 12,303,808	1,055,171 581,141	- -
Total revenue-train miles, . . . . .	27,935,655	29,571,967	1,636,312	-
Miles run by other trains, . . . . .	6,233,344	6,869,076	635,732	-
Total train miles, . . . . .	34,169,999	36,441,043	2,272,044	-
Passengers, season ticket, . . . . .	10,694,760	10,810,716	115,956	-
total number, . . . . .	69,603,700	75,842,581	6,238,881	-
local mileage, . . . . .	796,294,048	865,354,544	69,060,496	-
through mileage, . . . . .	245,334,925	258,793,501	13,459,476	-
total mileage, . . . . .	1,041,628,973	1,124,148,045	82,519,072	-
Freight, total tons carried, . . . . .	20,577,096	22,925,532	2,348,436	-
local mileage, . . . . .	378,992,047	411,259,386	32,267,339	-
through mileage, . . . . .	887,168,408	980,366,552	93,198,144	-
total mileage, . . . . .	1,266,160,455	1,391,626,438	125,465,983	-
<i>Equipment.</i>				
Locomotives, . . . . .	1,416	1,445	29	-
Passenger cars, . . . . .	1,993	2,058	65	-
Mail, baggage and express cars, . . . . .	509	518	9	-
Freight cars (basis 8 wheels), . . . . .	29,957	31,319	1,362	-



## Summary taken from Returns of 1873, 1881, 1882, 1883, 1884, 1885, 1886.

	1873.	1881.	1882.	1883.	1884.	1885.	1886.
Main line in Massachusetts, . . .	1,734,955	1,927,944	1,949,460	1,933,258	1,973,708	1,981,688	1,989,508
Double track in Massachusetts, . .	436,068	480,877	539,070	587,289	667,889	689,639	783,919
Sidings in Massachusetts, . . .	443,987	799,285	788,195	799,284	832,393	855,300	892,676
Total in Massachusetts, . . .	2,615,010	3,148,106	3,256,725	3,339,803	3,473,990	3,536,627	3,616,103
Amount of capital stock, . . .	\$115,406,883 64	\$122,155,614 12	\$122,976,262 26	\$122,367,572 27	\$127,668,390 27	\$128,551,658 54	\$130,687,969 02
Amount of stock held in Mass., . .	63,267,040 00	80,813,841 82	80,602,661 35	81,477,470 02	85,332,908 02	85,444,164 02	84,734,764 02
Number of stockholders, . . .	32,901	36,354	37,284	36,275	39,205	39,440	38,876
Stockholders in Massachusetts, . .	23,845	26,465	27,282	27,827	28,513	28,532	28,478
Gross debt, . . .	\$45,031,862 69	\$79,340,124 56	\$89,251,046 03	\$91,235,835 97	\$91,752,883 99	\$93,782,585 30	\$93,473,072 39
Net debt, . . .	36,606,894 70	64,880,890 76	71,913,806 76	72,933,290 93	74,439,473 75	73,706,622 04	71,012,497 49
Cost of construction, . . .	\$128,181,510 69	\$159,664,120 10	\$163,724,377 64	\$165,824,300 96	\$176,899,373 56	\$177,392,457 66	\$178,013,772 71
Cost of equipment, . . .	17,861,859 47	18,785,188 80	19,410,331 13	20,122,561 63	22,041,897 09	22,686,642 08	22,465,263 04
Cost of other property, . . .	11,566,450 17	11,404,816 30	13,821,119 87	12,954,424 16	12,940,503 89	13,612,864 16	13,776,033 77
Total permanent investment, . . .	157,609,820 33	189,864,125 20	196,956,828 64	198,901,276 75	211,881,874 64	213,685,963 90	214,254,069 62
Cash and cash assets, . . .	8,424,967 89	14,489,233 80	17,337,240 03	18,302,546 04	17,313,410 24	20,075,963 26	22,460,574 90
Total property and assets, . . .	166,034,788 22	204,353,359 00	216,293,068 67	217,203,821 79	229,195,284 78	233,761,927 16	236,714,644 42
Total income from all sources, . . .	\$34,930,527 42	\$37,764,395 83	\$40,846,370 10	\$43,380,387 63	\$43,119,302 70	\$44,693,350 35	\$49,315,820 50
Total expense,* . . .	23,412,688 74	27,062,644 23	29,944,167 15	32,179,907 71	32,070,684 61	32,504,376 47	35,887,239 18
Net income, . . .	9,517,838 68	10,701,751 60	10,902,202 95	10,900,479 92	11,048,618 19	12,118,974 88	13,428,581 32
Interest accrued, . . .	1,946,783 16	3,748,292 55	4,281,222 69	4,766,085 23	4,729,328 56	4,767,095 88	4,810,019 98
Dividends earned, . . .	7,671,055 52	6,953,459 05	6,610,980 36	6,144,334 69	6,319,289 63	7,351,879 00	8,618,561 64
Percentage to capital stock, . . .	6.65	6.69	6.37	5.02	4.95	5.72	6.70
Dividends declared, . . .	7,230,456 02	6,287,968 82	6,271,139 86	6,379,721 10	6,535,054 92	6,561,704 15	6,857,506 30
Per cent., . . .	6.34	6.15	6.10	6.21	6.12	6.10	6.33
Balance for the year, . . .	440,690 50	665,592 23	339,840 50	235,326 41d	215,765 23d	800,174 85	1,761,065 34
Total surplus Sept. 30, . . .	11,109,635 89	2,857,620 32	4,065,760 28	3,600,413 55	9,774,010 52	11,427,683 32	12,663,603 01

Taxes paid, . . . . .	\$1,266,167 99	\$1,568,020 94	\$1,830,437 00	\$1,878,200 01	\$2,024,559 81	\$2,063,204 62	\$2,106,565 25
Mileage, passenger trains, . . . . .	9,212,257†	12,413,290	13,636,169	14,244,658	15,157,425	16,212,988	17,268,159
Mileage, freight trains, . . . . .	9,684,612†	10,398,539	10,998,126	11,382,154	11,282,338	11,722,667	12,363,808
Mileage, other trains, . . . . .	1,164,746	4,383,964	4,818,506	6,524,011	6,864,670	6,253,344	6,869,076
Total train mileage, . . . . .	20,061,617	27,206,783	29,052,800	31,150,823	32,304,333	34,168,999	36,441,043
Total passenger mileage, . . . . .	658,207,485	788,422,761	892,321,207	943,245,658	1,007,136,376	1,041,628,073	1,124,148,045
Through passenger mileage,† . . . . .	194,647,972	219,680,579	242,970,014	240,784,477	245,506,959	245,334,025	258,793,501
Total freight mileage, . . . . .	615,769,300	1,080,802,796	1,130,070,632	1,220,824,418	1,229,368,472	1,266,180,453	1,391,626,438
Through freight mileage,† . . . . .	355,433,861	760,099,637	777,203,347	822,282,988	870,891,828	867,168,408	980,366,552
Total passengers carried, . . . . .	42,398,001	49,634,491	50,868,694	61,530,747	66,517,265	69,603,700	75,842,581
Total tons of freight carried, . . . . .	12,431,188	17,971,072	19,061,164	20,202,881	20,273,920	20,577,096	22,925,532
Total season-ticket passengers, . . . . .	6,655,443§	12,616,967	12,674,117	12,769,420	11,436,929	10,694,750	10,810,716
Number persons employed, . . . . .	20,182	25,490	27,403	29,844	30,590	30,069	31,188
Locomotives, . . . . .	908	1,161	1,222	1,286	1,391	1,416	1,445
Passenger cars, . . . . .	1,243	1,568	1,658	1,790	1,948	1,993	2,058
Mail and baggage cars, . . . . .	305	432	463	482	525	509	518
Freight cars, . . . . .	16,143	24,502	26,382	28,008	29,701	29,957	31,319
Steel rails, . . . . .	630,406	2,134,964	2,466,203	2,774,431	3,121,720	3,336,476	3,573,910
Iron rails, . . . . .	2,957,227	2,304,306	2,109,232	1,943,138	1,836,557	1,703,546	1,584,932

\* Including operating expenses, taxes and rents. † Mileage of switching engines included in these accounts for this year, hereafter included in "Mileage, other trains."

‡ Mileage to and from other roads.

§ In this year computed by a majority of the roads *one passenger per day*, for the other years *two passengers per day*, for time of each ticket.

d Deficit.







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PART II.

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RAILROAD REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1886.

[As corrected by the Board.]

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# REPORT

OF THE

## ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston and Providence Railroad Company.]

### GENERAL EXHIBIT FOR THE YEAR.

Total income, . . . . .	\$9,259 00
Net income, . . . . .	9,259 00
Dividends declared (7 per cent.), . . . . .	9,219 00
Balance for the year (surplus), . . . . .	40 00
Balance at commencement of year, . . . . .	\$675 96
Add: account charged off, . . . . .	120 50
Balance at commencement of year as so changed, . . . . .	796 46
Balance Sept. 30, 1886 (surplus), . . . . .	836 46

### ANALYSIS OF EARNINGS.

Rents for use of road, . . . . .	\$9,219 00
Income from all other sources, viz.: . . . . .	40 00
Interest on United States bonds, . . . . .	\$40 00

**TOTAL INCOME FROM ALL SOURCES, . . . . . \$9,259 00**

### Balance Sheet Sept. 30, 1886.

#### ASSETS.

Cost of road, . . . . .	\$181,416 48	
Bonds of United States, . . . . .	1,000 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$182,416 48</b>
Cash, . . . . .	\$50 98	
Bills receivable, . . . . .	69 00	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>119 98</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$182,536 46</b>

#### LIABILITIES.

Capital stock, . . . . .	\$181,700 00
Profit & Loss balance, . . . . .	836 46
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$182,536 46</b>



DESCRIPTION OF ROAD.	
Main line of road from Attleborough to North Attleborough,	4 miles.
Main line of road in Massachusetts,	4 "
Total road belonging to this company,	4 "
Sidings and other tracks not above enumerated,	1 "
Same in Massachusetts,	1 mile.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	5 miles.
Same in Massachusetts,	5 "
Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2
BRIDGES.	
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter,	\$133,000 00
Capital stock authorized by votes of company,	131,700 00
Capital stock issued (number of shares, 1,317); amount paid in,	\$131,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	131,700 00
Total number of stockholders,	88
Number of stockholders in Massachusetts,	87
Amount of stock held in Massachusetts,	\$126,700 00

## NAME AND RESIDENCE OF OFFICERS.

H. F. Barrows, *President*, North Attleborough, Mass. H. N. Daggett, *Treasurer*, Attleborough Falls, Mass. J. R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. F. Barrows, North Attleborough, Mass. H. N. Daggett, Attleborough Falls, Mass. J. R. Bronson, Attleborough, Mass. O. M. Draper, North Attleborough, Mass. A. A. Folsom, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,  
ATTLEBOROUGH FALLS, MASS.

H. F. BARROWS,  
H. N. DAGGETT,  
O. M. DRAPER,  
*Directors.*  
H. N. DAGGETT,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 15, 1886. Then personally appeared H. F. Barrows, H. N. Daggett and O. M. Draper, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD R. PRICE,  
*Justice of the Peace.*

# REPORT

## OF THE

### BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

#### GENERAL EXHIBIT FOR THE YEAR.

Total income, . . . . .	\$42,445 15
Total expense (including taxes), . . . . .	9,921 38
Net income, . . . . .	32,523 77
Dividends declared (5.41 per cent.), . . . . .	32,497 92
Balance for the year (surplus), . . . . .	25 85
Balance at commencement of year, . . . . .	14,227 97
Balance Sept. 30, 1886 (surplus), . . . . .	14,253 82

#### ANALYSIS OF EARNINGS.

Rents for use of road, . . . . .	\$42,000 00
Income from all other sources, viz.: . . . . .	445 15
Dividend on 80 shares stock, . . . . .	\$433 30
Interest on balance in bank, . . . . .	11 85

TOTAL INCOME FROM ALL SOURCES, . . . . .	\$42,445 15
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#### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$400 00
Stationery and printing, . . . . .	17 80
Outside agencies and advertising, . . . . .	1 50

TOTAL EXPENSES, . . . . .	\$419 30
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Taxes, . . . . .	9,502 08
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TOTAL EXPENSES AND TAXES, . . . . .	\$9,921 38
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#### Balance Sheet Sept. 30, 1886.

ASSETS.	
Cost of road, . . . . .	\$600,000 00
Stock of Berkshire Railroad Company, . . . . .	6,000 00
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$606,000 00</b>
Cash, . . . . .	8,498 89
<b>TOTAL ASSETS,</b> . . . . .	<b>\$614,498 89</b>
LIABILITIES.	
Capital stock, . . . . .	\$600,000 00
Unfunded debt, viz.: . . . . .	245 07
Dividends unpaid, . . . . .	\$245 07
Profit & Loss balance, . . . . .	14,253 82
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$614,498 89</b>

DESCRIPTION OF ROAD.	
Main line of road from Sheffield to West Stockbridge, . . .	22 miles.
Main line of road in Massachusetts, . . . . .	22 "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$800,000 00
Capital stock authorized by votes of company, . . . . .	600,000 00
Capital stock issued (number of shares 6,000); amount paid in, . . . . .	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	600,000 00
Total number of stockholders, . . . . .	240
Number of stockholders in Massachusetts, . . . . .	142
Amount of stock held in Massachusetts, . . . . .	\$397,500 00

## NAME AND RESIDENCE OF OFFICERS.

Egbert Hollister, *President*, Great Barrington, Mass. Daniel R. Williams, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Egbert Hollister, Great Barrington, Mass. F. T. Whiting, Great Barrington, Mass. Loring G. Robbins, Great Barrington, Mass. Henry T. Robbins, Great Barrington, Mass. D. R. Williams, Stockbridge, Mass. Justin Dewey, Great Barrington, Mass.

## PROPER ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY, STOCKBRIDGE, MASS.

EGBERT HOLLISTER,  
JUSTIN DEWEY,  
HENRY T. ROBBINS,

*Directors.*

D. R. WILLIAMS,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 2, 1886. Then personally appeared D. R. Williams, Egbert Hollister, Henry T. Robbins and Justin Dewey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. N. DELAND,

*Notary Public.*

## REPORT

OF THE

## BOSTON AND ALBANY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$8,298,733 39
Total expense (including taxes),	5,810,888 05
Net income,	2,488,845 84
Rentals,	78,000 00
Ware River Railroad,	\$52,500 00
Pittsfield and North Adams Railroad,	22,500 00
North Brookfield Railroad,	3,000 00
Interest accrued during year,	668,420 41
On funded debt,	\$662,900 00
On other debt,	520 41
Dividends declared (8 per cent.),*	1,547,804 00
Balance for the year (surplus),	199,120 98
Balance at commencement of year,	\$120,449 48
Deduct:—	
Paid assignees of Messrs. Clapp & Balkou,	104,000 00
Balance at commencement of year as so changed,	16,449 48
Balance Sept. 30, 1886 (surplus),	215,570 86
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,188,745 28
through passengers (to and from other roads),	1,105,258 08
express and extra baggage,	247,727 83
malls,	148,106 74
Total earnings from passenger department,	3,689,837 88
From local freight,	2,189,815 28
through freight (to and from other roads),	2,109,267 62
Total earnings from freight department,	4,299,082 90
TOTAL TRANSPORTATION EARNINGS,	7,988,920 78
Income from all other sources, viz.:	809,812 61
Rent of buildings,	\$140,762 51
Elevators, wharves, warehouses, etc.,	151,805 85
Gravel,	17,744 75
TOTAL INCOME FROM ALL SOURCES,	\$8,298,733 39
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$134,695 67
Legal expenses,	14,505 07
Insurance,	32,951 48
Stationery and printing,	36,879 58
Outside agencies and advertising,	5,568 06
Contingencies and miscellaneous,	61,232 92
Repairs of bridges (including culverts and cattle-guards),	83,574 87

\* On stock other than that held in the Treasurer's office of the company.

Repairs of buildings, . . . . .	\$136,613 92
Repairs of fences, road-crossings and signs, . . . . .	50,026 11
Renewal of rails, . . . . .	132,271 50
[Number tons steel laid, 3,444.]	
[Number tons partly worn steel laid, 2,796.]	
Renewal of ties, . . . . .	152,367 58
[Number laid, 310,559.]	
Repairs of road-bed and track, . . . . .	611,372 00
Repairs of locomotives, . . . . .	471,987 06
Fuel for locomotives, . . . . .	646,796 96
[Tons of coal, 154,392; cords of wood, 1,530.]	
Water supply, . . . . .	38,378 68
Oil and waste, . . . . .	57,961 69
Locomotive service, . . . . .	408,095 75
Repairs of passenger-cars, . . . . .	203,080 32
Passenger-train service, . . . . .	182,430 67
Passenger-train supplies, . . . . .	3,303 66
Repairs of freight-cars, . . . . .	437,404 97
Freight-train service, . . . . .	340,375 41
Freight-train supplies, . . . . .	1,428 96
Mileage freight-cars, . . . . .	116,696 98
Telegraph expenses, . . . . .	18,049 64
Loss and damage, freight and baggage, . . . . .	10,785 73
Loss and damage, property and cattle, . . . . .	22,756 00
Personal injuries, . . . . .	32,743 49
Agents and station service, . . . . .	792,970 36
Station supplies, . . . . .	81,173 41
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$5,313,473 45</b>
Taxes, . . . . .	496,914 60
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$5,810,388 05</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Riverside Branch, . . . . .	\$65,165 04
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$65,165 04</b>
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Reduction in land account, . . . . .	45,828 80
<b>NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .</b>	<b>\$19,336 24</b>

## Balance Sheet Sept. 30, 1886.

ASSETS.	
Cost of road, . . . . .	\$24,368,716 50
Cost of equipment, . . . . .	3,145,400 00
Lands in Boston and Worcester, . . . . .	73,850 16
Springfield & North-Eastern Railroad, . . . . .	438,358 28
Newton Highlands Branch, . . . . .	411,400 00
Riverside Branch, . . . . .	231,865 76
Stock of West Stockbridge Railroad, . . . . .	13,000 00
Stock of Hudson River bridges, . . . . .	475,485 00
Stock of Boston & Albany Railroad, . . . . .	1,044,337 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$30,202,412 70</b>

Cash, . . . . .	\$692,237 28	
Bills receivable, . . . . .	42,000 00	
Due from agents and companies, . . . . .	365,163 82	
Materials and supplies, . . . . .	310,328 67	
Trustees' improvement fund, . . . . .	1,802,931 55	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>\$2,712,661 32</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$32,915,074 02</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .		\$20,000,000 00
Funded debt, . . . . .		10,858,000 00
Unfunded debt, viz.: . . . . .		838,572 11
Interest unpaid, . . . . .	\$9,020 00	
Dividends unpaid, . . . . .	417,968 00	
Notes payable, . . . . .	98,000 00	
Vouchers and accounts, . . . . .	313,584 11	
<b>Profit &amp; Loss balance: surplus, . . . . .</b>	<b>\$215,570 36</b>	
improvement fund, . . . . .	1,002,931 55	
		1,218,501 91
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$32,915,074 02</b>

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	2,069,788
Freight-train mileage, . . . . .	2,935,251
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>5,004,989</b>
Switching-train mileage, . . . . .	566,273
Other train mileage, . . . . .	123,619
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>5,694,881</b>
Number of season-ticket passengers, . . . . .	586,804
Number of local passengers (including season), . . . . .	8,738,833
Number of through passengers (to and from other roads), . . . . .	988,074
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>9,726,907</b>
Local passenger mileage (local passengers carried one mile), . . . . .	122,646,388
Through passenger mileage (through passengers carried one mile), . . . . .	55,141,051
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>177,787,439</b>
Number tons local freight, . . . . .	1,826,384
Number tons through freight (to and from other roads), . . . . .	1,680,092
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>3,506,476</b>
Local freight mileage (tons local freight carried one mile), . . . . .	122,415,656
Through freight mileage (tons through freight carried one mile), . . . . .	268,048,722
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>390,464,378</b>
Average weight of passenger-trains (exclusive of passengers), . . . . .	156 tons.
Average number of cars in passenger-trains, . . . . .	6
Average weight of freight-trains (exclusive of freight), . . . . .	225
Average number of cars in freight-train, . . . . .	24
Average number of persons employed, . . . . .	5,149

## DESCRIPTION OF ROAD.

Main line of road from Boston to Albany, . . . . .	201.65 miles.
Main line of road in Massachusetts, . . . . .	162.35 "
Main line of road in New York, . . . . .	39.30 "
Double track on main line, . . . . .	201.65 "
Same in Massachusetts, . . . . .	162.35 "

**Branches owned by company, viz. :—**

Grand Junction, . . . . .	9.80 miles.
Newton Highland, . . . . .	6.89 "
Riverside, . . . . .	8.00 "
Newton Lower Falls, . . . . .	1.10 "
Saxonville, . . . . .	3.70 "
Milford, . . . . .	12.00 "
Millbury, . . . . .	3.00 "
Chatham & Hudson, . . . . .	17.83 "
Athol, . . . . .	45.26 "
Athol (operated by N. Y. & N. E. R. R.), . . . . .	1.25 "
<i>Total length of branches owned by company,</i>	<i>102.83 "</i>
<i>Total length of branches owned by company in Massachusetts,</i>	<i>85.50 "</i>
<i>Total length of branches owned by company in New York,</i>	<i>17.83 "</i>
<i>Double track on branches,</i>	<i>15.94 "</i>
<i>Same in Massachusetts,</i>	<i>14.94 "</i>
<i>Total road belonging to this company,</i>	<i>804.48 "</i>
<i>Sidings and other tracks not above enumerated,</i>	<i>221.40 "</i>
<i>Same in Massachusetts,</i>	<i>188.93 "</i>
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>748.47 "</b>
<i>Same in Massachusetts,</i>	<i>614.07 "</i>
<i>Total length of steel rails in tracks, not including steel-top rails,</i>	<i>594.14 "</i>
[Weights per yard, 60 to 72 pounds.]	

**Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.**

Pittsfield & North Adams Railroad, length, . . . . .	18.55 miles.
Ware River Railroad, length, . . . . .	49.35 "
North Brookfield Railroad, length, . . . . .	4.00 "
Spencer Railroad, length, . . . . .	2.18 "
Providence, Webster & Springfield Railroad, length, . . . . .	10.11 "
Total length of above roads, . . . . .	84.19 "
Total length of above roads in Massachusetts, . . . . .	84.19 "
Total miles of road operated by this company, . . . . .	387.42 "
Total miles of road operated by this company in Massachusetts, . . . . .	330.79 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	121
Number of telegraph-offices in same, . . . . .	85
Number of stations on all roads owned by this company, . . . . .	98
Same in Massachusetts, . . . . .	84

**EQUIPMENT.**

Number of locomotives, . . . . .	245
Number of passenger-cars, . . . . .	219
Number of parlor or sleeping cars, . . . . .	14
Number of baggage, mail and express cars, . . . . .	59
Number of freight-cars (basis of 8 wheels), . . . . .	5,562
Number of other cars, . . . . .	649

**LIST OF ACCIDENTS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	—	8	—	15	—	23	1	23
Employees, . . . . .	—	7	9	129	9	136	11	146
Others, . . . . .	—	3	20	39	3	69	4	61

## LIST OF ACCIDENTS IN MASSACHUSETTS FROM OCT. 1, 1885, TO SEPT. 30, 1886.

*October 1, 1885.* — E. L. Yates, freight brakeman, had finger slightly jammed while pulling pin in Worcester yard.

*October 1.* — Mitchell Durwin, freight brakeman, was run over and killed near Washington station. Supposed to have fallen between the cars.

*September 30.* — John Hastnett, freight brakeman, turned his ankle over by stepping on a switch rod at Boston.

*October 3.* — M. Roome, freight brakeman, while staking cars, stake slipped and injured him slightly, at Southville.

*October 4.* — C. H. Petterson, freight brakeman, had leg and hip bruised by striking a switch when catching on to a car at Back Bay, Boston.

*October 5.* — Patrick Dunn, brakeman, had his wrist sprained by the "dog" of brake slipping off, at Hinsdale.

*October 6.* — Chas. Sanford, freight brakeman, had his head bruised and hip hurt by falling off car at Wellesley.

*October 7.* — James Conley, freight brakeman, had arm and leg sprained by jumping from a car at Boston.

*October 9.* — Wm. H. Coughly of Union Stock yards, Chicago, was thrown down in cabooses by its suddenly striking another car, slightly cutting his head on the stove, switching in West Springfield yard.

*October 8.* — David Miller, while climbing between cars at Back Bay, Boston, had his foot caught between the drawbars and bruised.

*October 6.* — M. Stickles, freight brakeman, in crossing over the cars at Chester, tripped and fell, spraining his left hand.

*October 9.* — W. C. Lowe, freight conductor, when loosening a brake slipped and fell, spraining his ankle.

*October 9.* — Rufus Hapgood was lying on track east of Middlefield. Engine with train hit him and rolled him over. He died October 11.

*October 10.* — John Kelly, freight brakeman, was walking over a car loaded with iron, slipped and fell, injuring his shin bone, at Hinsdale.

*October 12.* — Hugh Anderson, a tramp, stealing a ride at Hinsdale in a car loaded with barrels. A barrel fell over on to his foot, jamming it.

*October 8.* — M. J. Walsh, brakeman, had finger jammed in Worcester yard trying to stop car with shackle pin.

*October 10.* — Chas. Cutler of Newton, came out of car at Newton station, and fell down the steps to station platform. Bruised his cheek.

*October 12.* — An unknown man was found dead on track between Faneuil and Brighton. Supposed to have been run over by train.

*October 12.* — E. Warren, freight brakeman, while coupling cars in West Springfield yard, had one finger and thumb slightly bruised.

*October 3.* — P. Dunn, freight conductor, while coupling cars in freight house at Boston, was caught between them, squeezing him through the chest.

*October 12.* — Chas. Cunningham, brakeman, when getting off a car at wharf in Boston, stepped on a coupling pin and turned his ankle.

*October 17.* — Rev. Lester Williams was walking on bridge that crosses highway in West Springfield yard, and in trying to avoid a train that was switching lost his balance and fell into the highway below.

*October 17.* — Mrs. Thorp of Allston, in getting off train in Boston, fell from car steps. Hurt her knee and foot.



*October 17.* — Michael McCarthy, laborer, at East Boston, while rolling cask into car, skid slipped and fell on his toe, injuring it.

*October 17.* — Anthony Fox, while crossing track near Worcester with horse and wagon, was struck by engine, killing both man and horse.

*October 20.* — David Thompson, freight brakeman, was on top of train while passing under Huntington Avenue bridge at Boston. He stood up and was struck by the bridge and knocked between the cars, was run over and instantly killed.

*October 14.* — Max Grankow of Natick was stealing a ride on passenger train No. 54, and in jumping off at Natick station struck against mail crane and injured his head.

*October 19.* — Alfred Wallace, two years old, was found in ditch near Webster Street crossing in Worcester, with one arm crushed and three fingers on the other hand.

*October 21.* — Joseph Cummings was walking on track near 79th mile post, was struck by engine of train No. 42 and instantly killed.

*October 21.* — J. H. Carter, freight conductor, in attempting to get on engine at Allston, slipped, and his foot caught under the wheel, injuring his arm, knee and toes.

*October 22.* — John Ryan, laborer at East Boston, had his foot hurt by stick of timber falling on it.

*October 17.* — Wm. Lyon, conductor switch train, had two fingers taken off while coupling cars at Back Bay, Boston.

*October 28.* — Mrs. Nancy Welsh, car cleaner at Boston, had her hand badly cut by broken glass in window of car.

*October 29.* — Jas. McDonald, freight brakeman, was asleep in a caboose that was being switched at Worcester. It struck other cars with such force as to jam his head against side of car, injuring his neck badly.

*October 30.* — Arthur G. Parks, baggage-master, Russell, was instantly killed at Russell station. He stepped out on to the platform as a train was passing, and it is supposed his coat caught on some car and pulled him under the train.

*November 4.* — J. L. Sullivan, freight brakeman at Cottage Farm, when coupling on caboose car to freight train, fell, and cars ran over him, killing him instantly.

*November 5.* — Jas. H. Cato, freight brakeman, was standing on top of car going east from Palmer, was struck on the head by bridge, cutting his head.

*November 4.* — A. L. Hubbard, freight brakeman, had wrist sprained at Rensfrew by brake flying off.

*November 4.* — Martin Kelly, freight brakeman, stepping from one car to another missed his footing and fell to the ground, about five miles west of Westfield. Hurt his wrist.

*November 8.* — William McGrath, when crossing track at Wellesley to take cars for Natick, was struck by engine, his face slightly bruised.

*November 10.* — N. Bouley, freight brakeman, had his thumb bruised while pulling a pin at Spencer.

*November 6.* — Lawrence Dempsey, a boy, jumped on to a car while moving and was told to get off, doing which he fell, cutting a hole in his head, at Cambridgeport.

*November 7.* — Patrick Kelly of Halifax, walking on track near Westborough, was struck by engine, spraining his arm.

*November 9.* — Mrs. DeWitt of Allston, in getting off train at Allston, tripped and fell from car steps to station platform. Claims internal injuries.

*November 10.* — A. M. Cates, freight conductor, while pulling pin in Worcester yard, stepped into a hole, spraining his leg and back.

*November 11.* — M. Corcoran, freight brakeman, received a cut over his eye, and body bruised by slipping off ladder of car.

*November 12.* — Daniel O'Neill, jumped from train while in motion near Boston, face slightly bruised.

*November 12.* — E. Elliott, freight brakeman, riding on footboard of engine, leaning out was struck by semaphore post and knocked to ground, hip bruised and cut on head, at South Framingham.

*November 15.* — F. R. Miller, passenger brakeman, while switching at South Framingham, caught his foot between the buffers, squeezing his foot and making bad flesh wound.

*November 16.* — P. W. Wheeler, switchman, while pulling a pin had his thumb hurt, in West Springfield yard.

*November 17.* — Chas. Knight, freight brakeman, when trying to get on to moving train on Springfield grade, fell and hurt his head.

*November 21.* — W. J. Wetherhead, freight brakeman, while climbing up a side ladder on car (near Indian Orchard Village) struck a tree, injuring his side.

*November 23.* — Wm. Dix, freight brakeman at East Boston, had his thumb jammed when letting off brake.

*November 23.* — William Willis, freight brakeman, had leg broken by falling off steps of caboose car at Boston.

*November 27.* — Thos. Booth, freight brakeman, had his hand slightly bruised while removing a link from a drawbar at Ashland.

*November 28.* — E. Fraly, brakeman, while coupling cars at Back Bay, Boston, stumbled and caught his hand between drawbars, fracturing his thumb and one finger.

*December 1.* — W. E. Burton, freight brakeman, in Springfield, when climbing over a car, fell and hurt his shoulder blade.

*December 1.* — John Roome, car repairer at East Boston, had hand jammed and cut while fixing a car door.

*December 2.* — W. L. Wilcox, freight brakeman, while switching at Indian Orchard, a stone on one of the cars was knocked over and caught his foot, crushing it badly.

*December 5.* — L. McLaughlin, freight brakeman, had his back injured by falling from top of car at Washington.

*December 7.* — Jas. Murphy, conductor switch train, while switching was knocked from car (at South Framingham), had his back and shoulder bruised and head slightly cut.

*December 9.* — E. W. Curtis, brakeman, was standing on track at Boston, and was struck by cars that were being switched, was knocked down and cut in forehead, and leg injured.

*December 9.* — A. J. Dupont, freight brakeman, had finger badly jammed in West Springfield yard while pulling pin between cars.

*December 8.* — B. T. Luther of Newton was hit on the head by bundle of papers thrown from passing train. Doctor said injuries not serious.

*December 10.* — Dan'l Hagerty, freight brakeman, when slipping from a car at North Adams Junction, stepped on a tie and sprained his ankle.

*December 8.* — John Hassett stepped in front of cars being switched at Westborough, was knocked from the track and his face slightly cut.

*December 12.* — Russell Sedgwick, brakeman. In climbing from one car to another, a board broke, causing him to fall. His collar bone was broken, shoulder dislocated and side injured.

*December 9.* — Jas. Doherty of Cordaville, very drunk, was walking on track, near 27th mile post; two trains met and in getting out of way of one, fell in front of the other and received injuries from which he died.

*December 12.* — T. J. Galvin, brakeman on switch train, when about to pass under Washington Street Bridge, at Boston, started to put on a brake. Struck his head against the bridge and received cut on his head.

*December 5.* — P. Sweeney, freight brakeman, while switching train in Hinsdale yard, slipped on broken link and wrenched his ankle.

*December 12.* — C. Sanders, freight brakeman, while coupling engine to train, was slightly squeezed between engine and car.

*December 14.* — Michael McCue was walking on track at Natick when train was switching, was struck on the shoulder and he fell, breaking the skin.

*December 17.* — A. M. Hoyt, freight brakeman, was stepping from car to the ground, stepped on stone, which rolled, spraining his ankle, at Charlton.

*December 7.* — Z. C. Barton, freight brakeman, when coupling engine to cars at Worcester, caught his hand between drawbars, crushing it badly.

*December 19.* — An unknown man was found in Boston yard, with left leg crushed below the knee. Supposed to have been run over by the cars. Was taken to Massachusetts General Hospital.

*December 21.* — John Dey, car inspector, attempting to cross track near the Boston passenger station, was run over (by cars being run into passenger house), and his left leg nearly cut off, and bruising his head and hand.

*December 19.* — A. Waterman of Springfield, in trying to get on a freight train while in motion (near South Worcester), fell under and was killed.

*December 24.* — Wm. Dix, freight brakeman, had his hand badly injured while coupling cars at Back Bay, Boston.

*December 28.* — T. Hopkins, freight brakeman, was applying brake at Hinsdale, when it suddenly gave away and he was thrown to the ground, injuring his head, shoulder and hip.

*December 25.* — Patrick Shea went into car at Indian Orchard Village to see some friends, and when train was one-third mile from station jumped off. Back injured, head and hands cut.

*December 29.* — Arnold Fuller had finger caught while coupling cars.

*December 29.* — J. W. Sullivan, freight brakeman, was slightly cut on the head by striking a bridge at Boston.

*December 29.* — S. E. Lucas of Newtonville jumped from moving train near Huntington Avenue, Boston, cutting his hands.

*December 16.* — Jas. Devine, freight brakeman, fell from the top of a car to the ground and hurt his back. (Back Bay, Boston.)

*December 23.* — Dan'l Barry, freight brakeman, had his arm caught between tender and car, at Worcester.

*January 1, 1886.* — C. L. Richardson, freight brakeman, was thrown from top of car to the ground (at Athol Junction). Had his back and side injured.

*January 5.* — P. Dunn, freight brakeman, was run over and killed near Worcester. Supposed to have fallen from top of cars.

*January 4.* — Earl Burt, while switching in Pittsfield yard, stepped on a coupling-pin and turned his ankle.

*January 6.* — Geo. W. Merriam, water-boy, was standing on step of car and his head came in contact with stand-pipe. Head and side of face bruised. (Chester.)

*January 7.* — F. Clark, freight brakeman, had his finger jammed while coupling cars at Chester.

*January 8.* — Geo. W. Kimball, brakeman, at Natick, while climbing to top of car, lost his balance and fell to the ground, injuring both wrists.

*January 7.* — Jas. W. Sullivan, brakeman, when switching in Boston yard was struck by engine-house gallows frame and knocked to the ground. Sprained his ankle and fractured his knee.

*January 21.* — C. Mack, brakeman. By sudden starting of the train between Westfield and Russell he lost his balance and fell from top of car to the ground, spraining his wrist badly.

*January 23.* — C. M. Bartlett, fireman, was burnt about his head and face, from fire box at Palmer.

*January 23.* — Homer Worden, freight conductor, while coupling cars at Hinsdale, had his wrist bruised.

*January 23.* — Thos. Mack, trackman, when trying to avoid a train near Huntington, stepped on wrong track and was run over and killed.

*January 13.* — Edward Field, freight brakeman, was struck by Bridge No. 53, near Worcester, and received slight scalp wound.

*January 24.* — Chas. Sanders, brakeman, while switching a car at Boston, hurt his finger.

*January 26.* — Thos. Keefe, freight brakeman. In stepping from engine at Ashland, he slipped and fell, truck of tender hit his head, cutting a gash about an inch long.

*January 29.* — Jas. Harrington, while walking on the track, near Chester, was struck by train. One arm and one rib broken.

*January 23.* — Edwin Shepard, a boy, stepped off train at West Newton before train stopped, fell on his face and bruised his nose.

*January 31.* — Pat J. Breslin, freight brakeman, slipped off car at Cottage Farm, caught his foot and sprained his instep.

*February 2.* — F. Castle, freight brakeman, slipped from top of car at Pittsfield and fell to the ground, hurting both legs.

*February 5.* — Harry Broad, when driving over crossing at South Framingham was hit by train No. 42; horse killed and sleigh demolished. Broad had hip broken and arm injured.

*February 11.* — W. E. Barton, freight brakeman, while making up train in Worcester, he slipped from top of car and fell to the ground, bruising his hand and face.

*February 16.* — Mitchell Wine, when crossing track, east of Ashland, was struck by train No. 21 and killed.

*February 15.* — H. F. Brackett, engineer, when near Indian Orchard, the crown sheet of boiler gave away, and steam and water scalded him badly about his face and hands.

*February 18.* — R. Clare, freight brakeman, was slightly injured while getting on to a car at Brighton. Grab handle pulled off.

*February 19.* — Maggie Smith, while trying to get on train at West Newton, fell and was slightly bruised about the hands, and generally shaken up.

*February 27.* — Leon Parker and Miss A. Gibbs, when driving across the track three miles south of Ware were struck by train: horse was killed, carriage demolished and occupants bruised, lady's collar-bone broken.

*March 8.* — Nelson Goddard at a farm crossing west of East Brookfield: he had crossed the track ahead of a train, but his horse became frightened and turned back on the track; he tried to hold him but the horse crossed over, and the man was hit by the engine and instantly killed.

*March 1.* — N. J. Ellsworth, freight brakeman, while switching in West Springfield yard was thrown against railing of caboose car and bruised his legs.

*March 4.* — J. Whalen, freight brakeman, when getting from top of car at Westfield, his hand slipped from ladder and he fell to the ground, hurting his shoulder and wrist.

*March 5.* — Jas. Collins, freight brakeman, had his leg crushed below the knee while attempting to jump on front end of caboose car that was being pushed by engine in Boston yard; fell, and engine and car ran over him.

*March 5.* — C. H. Coleman, freight brakeman, while getting from an oil-tank car on to a house car in West Springfield yard: he missed his hold and fell, striking on corner of oil tank and then to the ground. Hurt his back, hips and shoulder.

*March 9.* — J. R. Bollinger, laborer, was crossing tracks just west of Springfield station, was struck by an engine backing up and instantly killed.

*March 9.* — John Crowley, brakeman, while getting down from top of car in Back Bay yard, cars came suddenly together and caught his leg, injuring his knee slightly.

*March 9.* — G. L. Barker of Auburndale attempted to get on car at Auburndale after train had started, he slipped and was dragged to end of platform. Was badly shaken up.

*March 10.* — G. W. Hibbard was walking on track about two miles east of Palmer, stepped on to the north track to avoid freight train, passenger train coming from opposite direction caused him to step between the two trains, a freight car hit him and knocked him against the passenger train, killing him.

*March 16.* — Hugh Burns, walking on the track near Westfield, was struck by a passing freight train and had his foot crushed and knee bruised.

*March 15.* — Patrick Callahan while walking on track near Somerville was struck by an engine running light, and instantly killed.

*March 16.* — An unknown man walking on track near Tremont Street bridge was struck by train No. 41 and instantly killed.

*March 17.* — Joseph Rock was asleep in coal shed at Cordaville with foot on rail, and coal cars being run into the shed, run over and crushed toes on right foot.

*March 17.* — Marcus Sullivan, flagman, was standing in rear of car and facing it, when other cars were thrown against it, knocking Sullivan down and running over his leg, cutting it badly (in Worcester yard).

*March 22.* — C. Appleton, brakeman, while coupling engine to train in Worcester yard, caught his fingers, and broke skin on two of them.

*March 24.* — Champ De Mar, freight conductor, had his leg broken while switching in Worcester yard.

*March 24.* — William S. White of South Framingham was found dead side of track at South Framingham; had probably been run over by some train.

*March 30.* — Alonzo Pierce of Braggville was walking on track, and as engine approached he stepped off and sat down side of track and steps of car hit him on head, cutting it badly.

*March 30.* — Frank Touse, brakeman, had his face and head cut by bridge No. 13 while setting brake.

*March 31.* — Sarah McGowan, 2 Ingalls Street, Worcester, was badly injured on top and side of head, also back — caused by crossing sign-board falling on her, at Green Street, Worcester.

*April 1.* — T. P. Whalen, in stepping from one track to avoid train stepped directly in the way of an engine backing up, was knocked down and had his shoulder dislocated and received other injuries (in West Springfield yard).

*April 2.* — Larry Lyons, freight brakeman, had thumb jammed while coupling cars at East Boston.

*April 6.* — E. Dumphrey, freight brakeman, slipped and cut his face while applying brake at Wilbraham.

*April 7.* — Thos. Murphy, freight brakeman, had his ankle injured while loading barrels at Ware.

*April 9.* — John McClear, in trying to get on to a freight train one mile east of North Wilbraham, fell and had one leg run over and crushed.

*April 12.* — M. Donohue attempted to cross track at Boston, was struck by engine and cut on head.

*April 26.* — J. Fitzgerald, freight brakeman, caught his foot on top of a car at Palmer, tripped and fell to the ground and broke his arm.

*April 29.* — M. McCabe, fireman, when taking water at West Springfield, attempted to throw up the spout; weights came off and spout fell, injuring him in the back and side.

*April 30.* — D. C. Beane of Newark, N. J. Engine left track near Thorn-dike and run into bank wall. The sudden stop threw this man against seat, bruising him slightly.

*April 27.* — Nellie Kelly, in stepping from carriage at Westfield stepped on edge of platform; it gave away, injuring her ankle.

*May 7.* — Michael Kendrick, brakeman, had his hand slightly jammed when coupling cars at Boston.

*May 7.* — William Anderson of New York was found side of track near Ashland with leg broken. He said he was walking on track and was struck by train.

*May 14.* — Jerry Anderson was coupling cars in West Springfield yard; had his fingers crushed.

*May 15.* — C. H. Coleman, freight brakeman, when letting off brake near Huntington, lost his balance and fell from top of car to the ground; broke his collar-bone and cut his head badly.

*May 19.* — F. D. Pratt, freight brakeman, had his arm badly fractured while coupling cars at Boston.

*May 19.* — An unknown man was found dead under the cars in freight house at Boston. Supposed he went under cars for "private purpose," and when cars moved was caught and run over.

*May 22.* — E. J. Moore of New York was knocked down by an engine when crossing tracks in Springfield station; had his face bruised and arm injured.

*May 23.* — James Lamphere, brakeman, while making up train at Back Bay, Boston, stepped on a rolling stone and sprained his ankle.

*May 21.* — M. B. Stickels, brakeman, slipped from top of car and fell to the ground in West Springfield yard, injuring his back and side.

*May 24.* — Elizabeth Fitzgerald jumped from train after it had started from Newton Centre, cutting her head slightly. She was intoxicated.

*May 25.* — F. Clafin, brakeman, had his finger jammed while coupling cars at Riverside.

*May 26.* — Aloysius Fagnent, seven years old, had leg broken and flesh lacerated by sign-post at Main Street crossing in Springfield falling on him.

*May 27.* — Wm. Hill of South Framingham jumped from train before it stopped at South Framingham, and was thrown down, striking his head.

*May 28.* — Frank Bartlett, policeman, jumped from train between Brookline and Longwood, and reports that cheek-bone was broken and head and hands bruised.

*May 31.* — F. E. Hill, freight conductor, in stepping off caboose in Boston, stepped on sleeper lying between the tracks. Sprained his ankle.

*May 29.* — C. D. Hall, freight brakeman, caught his foot in guard-rail, in Boston. Sprained his ankle.

*May 29.* — Mrs. Dupee, when stepping from car at Allston caught her foot between track and plank. Wrenched her ankle.

*May 30.* — Chas. Hermann was discovered hanging by his hands from top of a car just west of Grafton station. He dropped off, bruising his face and head badly.

*June 2.* — Fred. Lewis, freight brakeman, had his finger jammed while coupling cars at Springfield shop.

*June 5.* — Frank Carney fell from top of freight train, about two miles east of Chester, breaking his neck.

*June 7.* — M. O. Fish, baggage master, had his finger jammed while coupling cars at Webster.

*June 8.* — F. Luçe, freight brakeman, when releasing a brake, caught his heel and wrenched his knee.

*June 9.* — Chas. Bowman, brakeman, while pulling pin in Worcester yard, had two fingers caught and bruised.

*June 9.* — F. Sisson, while coupling cars, was caught between cars and platform of freight house at Millbury and rolled along, bruising his body some.

*June 13.* — John Bean, conductor, when throwing a switch in Newton Lower Falls yard, was hit on leg by car-step. Leg broken and knee badly sprained.

*June 14.* — C. Spicer, brakeman, when putting on a brake, two brake-wheels came together and caught his fingers, bruising them slightly (at Allston).

*June 14.* — T. McCarty, walking on track near Boston, was hit by engine and slightly bruised on head and shoulder.

*June 15.* — An unknown man while walking on track, one mile east of Worcester, was struck by train and killed.

*June 16.* — An unknown boy, trying to board a train about one and a half miles east of Worcester, was hit by train passing on the other track, cutting his head badly.

*June 17.* — E. C. Richardson, freight brakeman, on car-load of old ties, had his foot crushed between ties and brake ratchet.

*June 19.* — Bartholomew Griffin, watchman, while crossing tracks in Springfield station, was struck by freight train and fatally injured.

*June 21.* — John Feeney, freight brakeman, while getting on to moving engine, caught his foot in a switch-rod and slightly injured his thigh.

*July 2.* — Wm. Milton, car inspector, while coupling cars at North Adams, caught his hand, slightly bruising it.

*July 3.* — Wm. Thayer, freight brakeman, while switching at Allston, had his arm slightly bruised.

*July 26.* — Joseph Ladeau, while coupling cars in West Springfield yard, had his arm sprained.

*July 29.* — G. S. Cook, fireman, was standing on tender of engine and was struck by Shawmut Avenue bridge.

*July 6.* — John Porter of Richmond, lay on track east of State line (drunk). Was run over by engine and instantly killed.

*July 6.* — John Lamb fell and rolled between cars of moving train and platform at Boston Highlands, and injured in back and leg. Was taken to hospital and died same night.

*July 12.* — An unknown man was found dead beside track east of Jamesville. Supposed to have been struck while walking on track.

*July 14.* — John Mehan, watchman, engine-house, while attempting to cross tracks in West Springfield yard by going under cars, was run over and both legs crushed below the knees. He died same day.

*July 14.* — Wm. Brown, freight conductor, while fixing a brake at South Framingham, fell, and bruised his toes.

*July 15.* — Frank Gaston, brakeman, while coupling cars at Back Bay, had his thumb jammed.

*July 19.* — Tim Burke was climbing upon a train to steal a ride; had his foot caught in bunters.

*July 17.* — W. A. Hubbard, freight brakeman, while coupling cars at Cottage Farm had his foot run over, jamming it badly.

*August 1.* — Jas. McNally, brakeman, had his arm slightly bruised while coupling cars at Palmer.

*August 1.* — An unknown man was walking on track at West Newton, was struck by an engine, injuring his scalp.

*July 31.* — Edward Ferson, brakeman, while coupling, lost his footing and fell, injuring his eye slightly.

*August 5.* — Mrs. J. S. Sargent of Natick had her ankle slightly sprained, when crossing track at West Newton.

*August 7.* — Patrick Burke, while crossing track at Washington Street, Worcester, was struck by engine and killed.

*August 8.* — E. Richardson, freight brakeman, while applying brake in Hinsdale yard it flew off, and he lost his balance and fell to the ground, fracturing his collar-bone.

*August 13.* — Tim O'Brien, laborer, was standing on end of car loaded with old sleepers; train started and he lost his balance and fell between the cars, bruising his head, chest and thighs.

*August 11.* — E. Ferson, brakeman, while coupling cars at Boston, had a finger crushed.

*August 12.* — Keertz Rotigan attempted to get on freight train to steal a ride, was struck by switch and knocked down, and had his hand run over.

*August 14.* — Chas. G. Martin, freight brakeman, fell from top of moving train at Westborough, and was slightly cut on head.



*August 14.* — An unknown man jumped from moving train about one mile west of Pittsfield, was bruised some, but no bones broken.

*August 15.* — J. E. Sullivan, freight brakeman, was applying brake about four miles west of Huntington; brake chain broke and he fell to the ground, bruising his shoulders and hip.

*August 16.* — Fred Lewis, brakeman, had his finger broken and hand lacerated while coupling cars at freight house, Springfield.

*August 18.* — Geo. Simmonds, 14 years old, attempted to get on freight train and fell. His foot and leg were run over and crushed.

*August 21.* — A. C. Gillett, S. Harrocks and unknown lady. Passenger train No. 60 met freight train near Jamesville; a door of freight car was swinging and broke window of passenger car, and above-named were slightly cut and scratched by glass. The door had been opened by tramps to steal a ride.

*August 23.* — Chas. O'Neill, brakeman, was applying brake in Worcester yard; wheel broke and O'Neill fell to the ground, spraining his wrist, and leg hurt slightly.

*August 25.* — Josiah Stevens, brakeman, had finger crushed while coupling cars in Springfield yard.

*August 24.* — T. Kennedy, brakeman, had his head slightly cut by striking Albany Street bridge at Boston.

*August 27.* — Thos. Conlin, brakeman, hurt his hip while "staking out" a car at North Wilbraham.

*August 28.* — G. Bumont, brakeman, jammed his finger when throwing a switch at Boston.

*August 30.* — A. J. Dupont, brakeman, while getting on to caboose car in Worcester yard, struck a switch stand, and slightly bruised his leg and arm.

*September 2.* — A. O. Copeland, freight brakeman, while trying to get on engine in East Boston yard slipped and fell; the tender run over his toe, necessitating amputation.

*September 4.* — Jas. Lockhart, freight brakeman, fell from top of car at South Framingham. Hurt his arm and sprained his wrist.

*September 2.* — C. H. Richards of South Athol, George Andrews of South Athol, Mrs. E. Hill of Tariffville, Conn., Mrs. A. C. Marshall of Westfield, passengers, were cut and scratched by broken glass, caused by load of lumber backing against the moving train at South Athol.

*September 3.* — H. Murray, freight brakeman, had fingers slightly bruised when coupling cars in Worcester yard.

*September 14.* — Jas. Collins, freight brakeman, had finger crushed while coupling cars at Hinsdale.

*September 11.* — Stephen Lyden of Newtonville jumped from moving train near Brookline Avenue Bridge, Boston, and received cut on head.

*September 13.* — Eugene O'Neill jumped from moving train at South Framingham, and was scratched on head, face and arms.

*September 15.* — Hugh Cameron was walking on track near freight house, Springfield; was struck by engine, cutting his head and bruising his body.

*September 16.* — An unknown lady trying to board moving train at Newtonville, fell, slightly spraining her ankle.

*September 7.* — Wm. Cummings of Williamstown had his arm broken by contact with coal shed. He had his arm out of car window, about half mile south of Maple Grove.

September 10. — A. McLeod attempted to cross track at Huntington Avenue, Boston, was struck by engine and instantly killed.

September 10. — David Shea, freight brakeman, while coupling cars at Hinsdale had his arm badly lacerated and bruised.

September 20. — John Carroll, teamster, was struck by train at Cambridgeport and instantly killed.

September 20. — Norman Reed, seventeen years old, while trying to board moving train in Springfield yard, fell, and his arm was run over and crushed.

September 20. — Mrs. W. H. Messenger of Chelsea, when getting off train at station in Boston, slipped on steps and slid down on to platform. Said her back was hurt.

September 21. — Thos. McIntyre of Readborough, Vt., while crossing tracks in Springfield station, was struck by engine, and had thigh-bone broken.

September 25. — P. Morrison, freight conductor, lost his balance and fell from top of car to the ground (at Natick), spraining his ankle.

September 30. — Richard Towne, freight brakeman, attempted to get on front end of engine; his foot slipped, and his weight came upon his arms, straining them, at Chester.

September 29. — E. B. Cole of Huntington attempted to get on last car of moving train at Chester; was thrown down, injuring his shoulder.

September 30. — C. H. Hooper, freight conductor, while his train was standing at Wellesley, it was run into by train following. Hooper had his leg smashed, and head and face cut.

#### GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	43 tons.
Average weight of locomotives in working order, . . .	32½ "
Maximum weight of tenders full of fuel and water, . . .	31 "
Average weight of tenders full of fuel and water, . . .	20 "
Maximum weight of passenger-cars, . . .	33 "
Average weight of passenger-cars, . . .	20 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight-cars, . . .	9 "
Average weight of 8-wheel platform-cars, . . .	7 "
Average weight of 8-wheel coal-cars, . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	39 feet 9 in.
Total length of heaviest engine and tender over all, . . .	55 " 6 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union — whole line.	
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings: ½ fourth-class rates; 157,311 tons; \$103,258.05.	

#### BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 145, . . . .	Truss	Iron.	78 feet 6 inches.	Nov. 1, 1885.
843, . . . .	Plate Girder.	"	29 " "	Oct. 15, "
76, . . . .	Truss.	"	47 " 4 "	June 13, 1886.
335, . . . .	"	"	40 " 6 "	March 17, "

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	8
Aggregate length of same for single track (2,759 feet).	
Aggregate length of same for double track (682 feet).	
Number of spans of stone bridges of 25 feet and upwards, . . . . .	12
Aggregate length of same for double track (561 feet)	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	82
Aggregate length of same for single track (148 feet).	
Aggregate length of same for double track (6,038 feet).	
Aggregate length of same for triple track (228 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	10
Aggregate length of same for single track (760 feet).	
Aggregate length of same for double track (38 feet).	
Number of crossings of highways at grade, . . . . .	219
Number of crossings of highways over railroad, . . . . .	79
Number of crossings of highways under railroad, . . . . .	44
Number of highway bridges 18 feet above track, . . . . .	31
Number of highway bridges less than 18 feet above track, . . . . .	48
Height of lowest bridge above the rail, . . . . .	14 feet 2 in.
Number of crossings at which gates or flagmen are maintained, . . . . .	80
Number of crossings at which electric signals are maintained, . . . . .	3
Number of crossings at which there are neither signals nor flagmen, . . . . .	140
Number of railroad-crossings at grade (specifying each): . . . . .	10
Boston & Providence Railroad.	
Old Colony Railroad.	
Norwich & Worcester Railroad (freight).	
Providence & Worcester Railroad (freight).	
Worcester Viaduct Co. (freight).	
New London Northern Railroad.	
New Haven & Northampton Railroad.	
Lowell & Mystic Branch Railroad.	
Boston & Maine Railroad.	
Fitchburg Railroad.	
Number of railroad-crossings under other railroads (specifying each): . . . . .	1
Lowell Railroad.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	1.93 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	2.00 "
Average rate of fare per mile for season-ticket passengers, . . . . .	0.65 "
Average rate of fare per mile received from all passengers, . . . . .	1.85 "
Average rate of local freight per ton per mile, . . . . .	1.79 "
Average rate of freight per ton per mile received from freight to and from other roads, . . . . .	0.79 "
Average rate of freight per ton per mile received from all freight, . . . . .	1.10 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season), . . . . .	2,944,147
Passengers from Boston (including season), . . . . .	2,944,546
Season-ticket passengers to and from Boston, . . . . .	457,917
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$27,325,000 00
Capital stock authorized by votes of company, . . . . .	20,000,000 00
Capital stock issued (number of shares, 200,000); amount paid in, . . . . .	\$20,000,000 00

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TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	\$20,000,000 00
Total number of stockholders, . . . . .	6,766
Number of stockholders in Massachusetts, . . . . .	5,900
Amount of stock held in Massachusetts, . . . . .	\$17,598,800 00

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## DEBT.

Funded debt as follows:—

Bonds due Feb. 1, 1892, rate of interest 7 per cent., . . . . .	\$5,000,000 00
Interest paid on same during year, . . . . .	\$350,000 00
Bonds due July 1, 1895, rate of interest 6 per cent., . . . . .	2,000,000 00
Interest paid on same during year, . . . . .	\$120,000 00
Bonds due April 1, 1902, rate of interest 5 per cent., . . . . .	8,858,000 00
Interest paid on same during year, . . . . .	\$192,900 00

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TOTAL AMOUNT OF FUNDED DEBT, . . . . .	\$10,858,000 00
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## NAME AND RESIDENCE OF OFFICERS.

William Bliss, *President*, Boston, Mass.; James A. Rumrill, *Vice-President*, Springfield, Mass.; Walter H. Barnes, *General Manager*, Boston, Mass.; Arthur Mills, *General Traffic Manager*, Boston, Mass.; Myron E. Barber, *Auditor*, Springfield, Mass.; Edward Gallup, *General Superintendent*, Springfield, Mass.; Henry T. Gallup, *General Freight Agent*, Boston, Mass.; Henry B. Chapin, *Assistant General Freight Agent*, Boston, Mass.; Arthur S. Hanson, *General Passenger Agent*, Boston, Mass.; Charles E. Stevens, *Treasurer*, Boston, Mass.; James A. Rumrill, *Clerk of Corporation*, Springfield, Mass.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William Bliss, Boston, Mass. Moses Kimball, Boston, Mass. Henry Colt, Pittsfield, Mass. George O. Crocker, New Bedford, Mass. Jacob C. Rogers, Peabody, Mass. John Cummings, Boston, Mass. James A. Rumrill, Springfield, Mass. Edward L. Davis, Worcester, Mass. Charles S. Sargent, Brookline, Mass. Jarvis N. Dunham, Pittsfield, Mass. Mahlon D. Spaulding, Boston, Mass. Edward B. Gillett, Westfield, Mass. Augustus L. Soule, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,  
BOSTON OR SPRINGFIELD, MASS.

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WILLIAM BLISS,  
C. S. SARGENT,  
JACOB C. ROGERS,  
M. D. SPAULDING,  
J. N. DUNHAM,  
EDW. B. GILLETT,  
GEORGE O. CROCKER,  
HENRY COLT,  
MOSES KIMBALL,  
JOHN CUMMINGS,  
A. L. SOULE,  
J. A. RUMRILL,

*Directors.*

C. E. STEVENS,

*Treasurer.*

WALTER H. BARNES,  
*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 26, 1886. Then personally appeared William Bliss, C. S. Sargent, Jacob C. Rogers, M. D. Spaulding, J. N. Dunham, Edward B. Gillett, George O. Crocker, Henry Colt, Moses Kimball, John Cummings, A. L. Soule and J. A. Rumrill, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. STEVENS,

*Justice of the Peace.*

SUFFOLK, ss. Oct. 26, 1886. Then personally appeared Charles E. Stevens and Walter H. Barnes, and severally make oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. H. RATCLIFFE,

*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$4,628,886 54
Total expense (including taxes), . . . . .	3,354,645 84
Net income, . . . . .	1,273,740 70
Rentals: . . . . .	718,568 86
Boston & Maine R. R., . . . . .	\$7,800 00
Nashua & Lowell R. R., . . . . .	65,000 00
Stony Brook R. R., . . . . .	20,000 00
Wilton R. R., . . . . .	16,950 00
Peterborough R. R., . . . . .	35,699 64
Boston, Concord & Montreal R. R., . . . . .	302,500 00
Northern R. R., . . . . .	158,420 00
Concord & Claremont R. R., . . . . .	41,500 00
Nashua, Acton & Boston R. R., . . . . .	3,000 00
Old Colony R. R., . . . . .	600 00
St. Johnsbury & Lake Champlain R. R., . . . . .	67,099 22
Interest accrued during year, . . . . .	253,084 27
On funded debt, . . . . .	\$254,829 00
On other debt (credit), . . . . .	1,744 73
Dividends declared (6 per cent.), . . . . .	290,188 00
Balance for the year (surplus), . . . . .	11,954 57
Balance at commencement of year, . . . . .	474,239 54
Balance Sept. 30, 1886 (surplus), . . . . .	486,194 11
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$1,421,216 07
through passengers (to and from other roads), . . . . .	404,557 58
express and extra baggage, . . . . .	93,297 39
mails, . . . . .	71,019 84
Total earnings from passenger department, . . . . .	1,990,090 83
From local freight, . . . . .	1,246,507 36
through freight (to and from other roads), . . . . .	1,253,615 08
Total earnings from freight department, . . . . .	2,500,122 44
TOTAL TRANSPORTATION EARNINGS, . . . . .	4,490,212 77
Income from all other sources, viz.: . . . . .	138,173 77
Miscellaneous receipts,* . . . . .	\$136,296 00
Accumulation of sinking fund, . . . . .	1,877 77
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$4,628,886 54

\* The miscellaneous receipts as returned are made up as follows: Rent of land and tenements, \$36,726.68; milk routes, \$50,065.28; steamboats, etc., \$13,676.50; paid by Northern R. R. account of improvements included among expenses, \$25,000.00; balance of improvement account Oct. 1, 1885 (the new stations and interlocking having been charged to expenses, instead of improvement account), \$10,837.56; total, \$136,296.00.

ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$83,872 00
Legal expenses, . . . . .	33,425 94
Insurance, . . . . .	29,766 39
Stationery and printing, . . . . .	31,592 69
Outside agencies and advertising, . . . . .	25,459 36
Contingencies and miscellaneous, . . . . .	28,726 64
Repairs of bridges (including culverts and cattle-guards), . . . . .	65,125 32
Repairs of buildings, . . . . .	102,674 36
Repairs of fences, road-crossings and signs, . . . . .	24,326 19
Renewal of rails, . . . . .	48,806 70
[Number tons steel laid, 2,827.]	
Renewal of ties, . . . . .	94,243 12
[Number laid, 263,031.]	
Repairs of road-bed and track, . . . . .	442,745 68
Repairs of locomotives, . . . . .	213,333 33
Fuel for locomotives, . . . . .	447,060 73
[Tons of coal, 83,472; cords of wood, 32,080.]	
Water supply, . . . . .	16,336 30
Oil and waste, . . . . .	26,148 11
Locomotive service, . . . . .	286,059 83
Repairs of passenger-cars, . . . . .	111,725 22
Passenger-train service, . . . . .	141,244 47
Passenger-train supplies, . . . . .	16,134 34
Mileage passenger-cars, . . . . .	3,827 86
Repairs of freight-cars, . . . . .	136,547 30
Freight-train service, . . . . .	167,569 59
Freight-train supplies, . . . . .	7,048 82
Mileage freight-cars, . . . . .	80,674 55
Telegraph expenses, . . . . .	46,301 55
Loss and damage, freight and baggage, . . . . .	8,216 48
Loss and damage, property and cattle, . . . . .	8,699 99
Personal injuries, . . . . .	14,762 93
Agents and station service, . . . . .	401,178 92
Station supplies, . . . . .	40,835 58
TOTAL OPERATING EXPENSES, . . . . .	\$3,184,470 29
Taxes, . . . . .	170,175 55
TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$3,354,645 84
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Land, land damages and fences, . . . . .	\$6,900 00
Improvement account, 3d and 4th tracks, . . . . .	9,026 55
Double track, Middlesex Central R. R., . . . . .	55,340 43
Bedford & Billerica R. R., . . . . .	2,910 83
Woburn Branch extension, . . . . .	125,137 54
Investments in Manch. & Keene Railroad, . . . . .	701 65
Real estate and buildings, . . . . .	33,436 74
Parlor and sleeping cars (number, 1), . . . . .	10,500 00
Other expenditures charged to property account:	
Furniture and tools, White Mts. Div., . . . . .	100 00
Stocks, bonds and investments, . . . . .	452,861 84
TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .	\$696,915 53

## Balance Sheet, Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$6,640,352	80
Cost of equipment, . . . . .	1,199,029	41
Wharves and wharf property, . . . . .	911,537	41
Extension of Woburn Branch, . . . . .	282,771	18
Investment in Manch. & Keene Railroad, . . . . .	387,749	70
Bedford & Billerica Railroad, . . . . .	49,232	58
Furniture and tools, White Mts. Div., . . . . .	30,819	68
Stocks, bonds and investments, . . . . .	452,861	84
Double track, Middlesex Central R. R., . . . . .	55,340	43
Improvements account, 3d and 4th tracks . . . . .	9,026	55
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$9,968,221 58</b>
Cash, . . . . .	\$68,142	79
Bills receivable, . . . . .	626,448	06
Due from agents and companies, . . . . .	704,932	02
Materials and supplies, . . . . .	494,946	86
Sinking fund, . . . . .	48,822	04
Debit balances, . . . . .	151,718	70
Central Massachusetts Railroad, . . . . .	162,352	98
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>2,257,363 45</b>
Leased equipment, . . . . .		228,226 06
<b>TOTAL ASSETS, . . . . .</b>		<b>\$12,453,811 09</b>
LIABILITIES.		
Capital stock, . . . . .	\$5,129,400	00
Funded debt, . . . . .	4,346,400	00
Unfunded debt, viz.: . . . . .	1,549,595	22
Interest unpaid, . . . . .	\$97,699	17
Dividends unpaid, . . . . .	155,025	00
Notes payable, . . . . .	920,000	00
Vouchers and accounts, . . . . .	376,871	05
<b>Profit &amp; Loss balance, . . . . .</b>		<b>486 194 11</b>
Nashua & Lowell Railroad, . . . . .		228,226 06
Boston, Concord & Montreal Railroad, . . . . .		607,423 93
Improvement account, Southern Division, . . . . .		104,060 34
Improvement account, Northern Division, . . . . .		2,511 43
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$12,453,811 09</b>
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .	2,240,303	
Freight-train mileage, . . . . .	1,702,119	
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>3,942,422</b>	
Switching-train mileage, . . . . .	648,105	
Other train mileage, . . . . .	90,956	
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>4,681,483</b>	
Number of season-ticket passengers, . . . . .	539,008	
Number of local passengers (including season) and mileage, . . . . .	6,334,450	
Number of through passengers (to and from other roads), . . . . .	365,580	
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>6,700,030</b>	
Local passenger mileage (local passengers carried one mile), . . . . .	70,282,918	
Through passenger mileage (through passengers carried one mile), . . . . .	18,083,625	
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>88,366,538</b>	



Number tons local freight, . . . . .	1,230,682
Number tons through freight (to and from other roads), . . . . .	1,350,973
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	2,581,655
Local freight mileage (tons local freight carried one mile), . . . . .	45,060,903
Through freight mileage (tons through freight carried one mile, . . . . .	104,773,851
TOTAL FREIGHT MILEAGE, . . . . .	149,834,754
Average weight of passenger-trains (exclusive of passengers), . . . . .	260,000 lbs.
Average number of cars in passenger-trains, . . . . .	6
Average weight of freight-trains (exclusive of freight), . . . . .	684,000 lbs.
Average number of cars in freight-train, . . . . .	34
Average number of persons employed, . . . . .	8,543

## DESCRIPTION OF ROAD.

Main line of road from Boston to Lowell, . . . . .	26.75 miles.
Main line of road in Massachusetts, . . . . .	26.75 "
Double track on main line, . . . . .	26.75 "
Same in Massachusetts, . . . . .	26.75 "
Branches owned by company, viz.:	
Mystic (single track), . . . . .	2.25 "
Lexington & Arlington (double track), . . . . .	9.25 "
Woburn (double track), . . . . .	6.20 "
Stoneham (single track), . . . . .	2.50 "
Lawrence Branch (single track), . . . . .	3.21 "
Salem & Lowell (single track), . . . . .	16.80 "
Lowell & Lawrence (single track), . . . . .	12.42 "
Middlesex Central (single track), . . . . .	11.08 "
Bedford & Billerica (single track), . . . . .	7.63 "
Total length of branches owned by company, . . . . .	71.34 "
Total length of branches owned by company in Massachusetts, . . . . .	71.34 "
Double track on branches, . . . . .	15.45 "
Same in Massachusetts, . . . . .	15.45 "
Total road belonging to this company, . . . . .	98.09 "
Sidings and other tracks not above enumerated, . . . . .	54.61 "
Same in Massachusetts, . . . . .	54.61 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	194.90 "
Same in Massachusetts, . . . . .	194.90 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	110.00 "
[Weights per yard, 60 and 72 pounds.]	

## Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Nashua & Lowell Railroad, length, . . . . .	14.50 miles.
Stony Brook Railroad, length, . . . . .	13.16 "
Wilton Railroad, length, . . . . .	15.50 "
Peterborough Railroad, length, . . . . .	10.50 "
Manchester & Keene Railroad (owned jointly with Concord Railroad), length, . . . . .	29.59 "
Boston, Concord & Montreal Railroad, length, . . . . .	187.26 "
Northern N. H. Railroad, length, . . . . .	82.91 "
Concord & Claremont Railroad, length, . . . . .	90.04 "
St. Johnsbury & Lake Champlain Railroad, length, . . . . .	132.00 "
Central Massachusetts Railroad, length, . . . . .	43.69 "
Total length of above roads, . . . . .	619.15 "
Total length of above roads in Massachusetts, . . . . .	66.10 "
Total length of above roads in other States (specifying each), . . . . .	
New Hampshire, length, . . . . .	421.05 "
Vermont, length, . . . . .	132.00 "
Total miles of road operated by this company, . . . . .	717.24 "
Total miles of road operated by this company in Massachusetts, . . . . .	164.19 "

Number of stations in Massachusetts on all roads operated by this company, . . . . .	83
Number of telegraph-offices in same, . . . . .	49
Number of stations on all roads owned by this company, . . . . .	72
Same in Massachusetts, . . . . .	72
<b>EQUIPMENT.</b>	
Number of locomotives (leased, 61; owned, 116), . . . . .	177
Number of passenger-cars (leased, 35; owned, 125), . . . . .	160
Number of parlor or sleeping cars (leased, 1; owned, 10), . . . . .	11
Number of baggage, mail and express cars (leased, 23; owned, 57), . . . . .	80
Number of freight-cars (basis of 8 wheels) (leased, 1,098; owned, 2,478), . . . . .	3,576
Number of other cars (milk) (leased, 4; owned, 6), . . . . .	10
Saloon and derrick-cars (leased, 21; owned, 72), . . . . .	93

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	3	3	3	3	6	3	9
Employees, . . . . .	2	5	3	22	5	27	14	39
Others, . . . . .	-	-	20	5	20	5	23	13

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 23, 1885. — James Hall stepped from moving train at Lowell. He was thrown down and slightly injured.

October 26. — Italian laborers sitting on side of platform-car in construction-train on Central Massachusetts R. R., near Oakdale, came in contact with car standing on side track, receiving injuries as follows, viz.: G. Lombardo, skull fractured; fatal. F. Lombardo, compound fracture of leg. M. Carmosine, ankle broken. Donato Malto, leg crushed. P. Fenuccio, compound fracture of leg. R. Tumico, ankle bruised. J. Derriezi, one leg crushed, the other injured; fatal. Antonio Frabella, compound fracture of ankle and head injured; fatal. Michele Mille, one leg amputated, the other received compound fracture; fatal.

October 31. — James Hughes attempted to pass between moving freight cars in Boston yard and was fatally injured.

November 8. — John McCann, employee, but not on duty at the time, was struck by bridge near West Medford and seriously injured.

November 13. — James Wall, walking on track near Lowell, was struck by shifting-engine and killed.

November 17. — Joseph Murphy, 12 years old, found beside track in Lowell yard; car wheels had cut off one leg, and he died in a few hours.

November 18. — Mr. Kimball, a deaf man, attempting to cross track at Winchester, was struck by train and instantly killed.

November 21. — Charles Hill, employee, had two fingers crushed while coupling cars at Lowell.

*December 9.* — Charles Wade, attempting to steal a ride on freight-train in Somerville, was run over and had one leg crushed.

*December 19.* — Sarah Astle attempted to cross track at Medford Hillside as a passenger-train was approaching station. She fell, was run over and instantly killed.

*December 23.* — A. J. Gifford, Jr., engineer passenger-train, C. J. Sweeney and A. E. Buzzell, conductors of freight-train, were injured by rear collision at North Billerica.

*December 27.* — Charles Earle, employee, had two fingers crushed while coupling cars at Lowell. Thomas Carroll, employee, had thumb crushed while coupling cars at Lowell.

*December 31.* — Moses C. Bean was run over and killed by inward passenger-train at Woburn.

*January 6, 1886.* — S. Columbus, employee, was caught between cars at East Cambridge and severely injured.

*January 7.* — John Carroll, employee, struck by tell-tale near Waltham and slightly injured.

*January 7.* — Michael Sweeney jumped from moving passenger-train in East Cambridge and was fatally injured.

*January 7.* — William McCall, employee, coupling cars at Lowell, had one foot crushed by wheels.

*January 9.* — John Donnolly, employee, was run over by passenger-car in Boston yard and fatally injured.

*January 17.* — Bartholomew Hogan, attempting to get on moving passenger-train at Cross St., Woburn, slipped and had one foot crushed by the wheels.

*February 12.* — A collision of passenger-trains at North Woburn Junction caused injuries as follows, viz.: Dr. E. M. Nelson received compound fracture of leg; A. M. Young and Mrs. J. A. Moore were slightly bruised; T. Jameson was killed; A. M. Wells, baggage-master, A. H. Hammond, engineer, and H. C. Dudley, fireman, were injured.

*February 19.* — William Neal, 15 years old, attempted to steal a ride on freight-train at Salem, fell under car and was fatally injured.

*February 25.* — John Carroll, employee, fell from freight-car at East Cambridge; leg and arm broken.

*February 27.* — Cornelius Coughlin, employee, blown from top of car into Charles River at Boston and drowned.

*March 1.* — Mertie Hawley, driving across track at Montvale, was struck and killed by passenger-train.

*March 2.* — Charles Kirkpatrick, employee, in coupling cars at Graniteville had three fingers crushed.

*March 4.* — Daniel T. Sullivan found dead beside track near North Billerica; supposed to have been riding on top of passenger-car and knocked off by bridge.

*March 13.* — Mrs. George Dorlty, walking on track in Woburn, was struck by passenger-train and fatally injured.

*March 18.* — Daniel McDermott, attempting to board moving passenger-train at Woburn, was thrown under cars and had one leg crushed.

*April 10.* — F. C. McCarty, employee, was fatally injured while coupling cars at Lawrence.

*April 13.* — Henry McGoldrich, employee, was run over, near Bedford, and instantly killed.

*April 26.* — James McCarthy, playing on track at East Cambridge, struck by passenger-train and slightly injured.

*May 5.* — Lewis Boss, walking on track at Lowell, was caught between platform and moving car; fatally injured.

*May 9.* — William Hourty, a boy, stealing ride on freight-cars at East Lexington, fell and was fatally injured.

*May 25.* — Charles A. Ladue, employee, fell from car at Lowell and had foot crushed.

*May 28.* — Warren Savory, employee, attempting to board moving freight-car at Lowell, slipped and wheels passed over foot.

*June 5.* — Ira Smith, crossing track at College Hill, was struck and instantly killed by passenger-train.

*June 15.* — James Clancy, crossing track at Milk Row, was struck by freight-train and slightly injured.

*June 15.* — John O'Hara, standing near track at Lowell, was hit by car and wheels passed over one foot; intoxicated.

*July 2.* — Benjamin Graves, employee, had fingers crushed while coupling cars at Salem.

*July 5.* — John Welsh, 14 years old, stealing ride on passenger-car at Lawrence, was struck by post, fell into canal and drowned.

*July 23.* — Charles Hutchins, attempting to cross tracks in train-house at Boston, was struck by engine and fatally injured.

*August 6.* — Hugh Grimes, 8 years old, run over by freight-train at Winchester and lost a foot.

*August 13.* — Charles Dwyer, employee, fell from freight-car at Boston; leg broken.

*August 20.* — Andrew Dowling, 14 years old, run over by shifting-engine at Stoneham; fatally injured.

*September 8.* — Arthur Marchant, 13 years old, found dead beside track in Lowell. It is supposed that he jumped from passenger-train.

*September 10.* — Charles E. Brown, attempting to board passenger-train at South Sudbury, fell and had foot crushed by wheels; intoxicated.

*September 11.* — Charles Cosgrove, stealing ride on freight-car at Winchester, fell and received an injury to one foot.

*September 17.* — Bridget McQuade, walking on track at Arlington, was struck by train and seriously injured.

*September 24.* — Louis V. Soule, walking on track, was struck by train, near Somerville, and killed.

*September 27.* — Walter Barringer, attempting to steal ride on coal-train on Mystic Branch, fell and was seriously injured.

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GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	103,000 lbs.
Average weight of locomotives in working order, . . .	66,000 "
Maximum weight of tenders full of fuel and water, . . .	67,000 "
Average weight of tenders full of fuel and water, . . .	41,000 "
Maximum weight of passenger-cars, . . .	39,000 "
Average weight of passenger-cars, . . .	36,000 "
Average weight of mail and baggage cars, . . .	24,000 "
Average weight of 8-wheel box freight-cars, . . .	16,000 "
Average weight of 4-wheel box freight-cars, . . .	7,000 "

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Average weight of 8-wheel platform-cars, . . . . .	14,000 lbs.
Average weight of 4-wheel platform-cars, . . . . .	5,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	46 ft. 10 in.
Total length of heaviest engine and tender over all, . . . . .	57 " 5 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union; 486 miles.	

## BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Rag Rock Avenue, Woburn,	Plate Girder.	Iron.	34 feet.	October, 1885.

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . . . .	3
Aggregate length of same for single track (242 feet).	
Aggregate length of same for quadruple track (1,436 feet).	
Aggregate length of same for triple track (1,831 feet).	
Number of spans of stone bridges of 25 feet and upwards, . . . . .	9
Aggregate length of same for double track (312 feet).	
Aggregate length of same for quadruple track (35 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	23
Aggregate length of same for single track (266 feet).	
Aggregate length of same for double track (1,317 feet).	
Aggregate length of same for quadruple track (85 feet).	
Aggregate length of same for triple track (137 feet).	
Aggregate length of same for quintuple track (85 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	16
Aggregate length of same for single track (403 feet).	
Aggregate length of same for double track (125 feet).	
Number of crossings of highways at grade, . . . . .	101
Number of crossings of highways over railroad, . . . . .	50
Number of crossings of highways under railroad, . . . . .	8
Number of highway bridges 18 feet above track, . . . . .	6
Number of highway bridges less than 18 feet above track, . . . . .	43
Height of lowest bridge above the rail, . . . . .	13.93 ft.
Number of crossings at which gates or flagmen are maintained, . . . . .	47
Number of crossings at which electric signals are maintained, . . . . .	10
Number of crossings at which there are neither signals nor flagmen, . . . . .	41
Number of railroad-crossings at grade (specifying each), . . . . .	5
Three on Mystic Branch, crossing the Eastern, Boston & Maine and Boston & Albany.	
Two on Salem & Lowell Railroad, crossing the Boston & Maine and Danvers Railroads.	
Number of railroad-crossings over other railroads (specifying each), . . . . .	1
Fitchburg Railroad.	
Number of railroad-crossings under other railroads (specifying each), . . . . .	2
Both under Lowell & Andover Railroad.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.21 cents.
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Average rate of fare per mile <i>received</i> from passengers to and from other roads, . . . . .	2.23 cents.
Average rate of fare per mile for season-ticket passengers, . . . . .	.65 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . . . . .	2.06 "
Average rate of local freight per ton per mile, . . . . .	2.76 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . . . .	1.20 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight, . . . . .	1.67 "

## RELATING TO PASSENGERS.

Passengers to Boston (including season), . . . . .	2,385,116
Passengers from Boston (including season), . . . . .	2,337 886
Season-ticket passengers to and from Boston, . . . . .	469,548

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$5,129,400 00
Capital stock authorized by votes of company, . . . . .	5,129,400 00
Capital stock issued (number of shares, 51,294); amount paid in, . . . . .	\$5,129,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	5,129,400 00
Total number of stockholders, . . . . .	1,451
Number of stockholders in Massachusetts, . . . . .	1,294
Amount of stock held in Massachusetts, . . . . .	\$4,277,260 00

## DEBT.

Funded debt, as follows:—

Bonds, due April 1, 1892, rate of interest 7 per cent., . . . . .	\$999,500 00
Interest paid on same during year, . . . . .	\$69,965 00
Bonds, due March 1, 1895, rate of interest 7 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	35,000 00
Bonds, due July 1, 1896, rate of interest 6 per cent., . . . . .	750,000 00
Interest paid on same during year, . . . . .	45,000 00
Bonds of Lowell & Lawrence Railroad, due Oct. 1, 1897, rate of interest 6 per cent., . . . . .	200,000 00
Interest paid on same during year, . . . . .	12,000 00
Bonds of Salem & Lowell Railroad, due Oct. 1, 1898, rate of interest 6 per cent., . . . . .	226,900 00
Interest paid on same during year, . . . . .	18,614 00
Bonds, due July 1, 1899, rate of interest 5 per cent., . . . . .	620,000 00
Interest paid on same during year, . . . . .	31,000 00
Bonds, due May 1, 1903, rate of interest 4½ per cent., . . . . .	250,000 00
Interest paid on same during year, . . . . .	11,250 00
Bonds, due Sept. 1, 1905, rate of interest 4 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	20,000 00
Bonds of Nashua & Lowell Railroad, . . . . .	300,000 00
Interest paid on same during year, . . . . .	17,000 00
TOTAL AMOUNT OF FUNDED DEBT, . . . . .	\$4,346,400 00

## NAME AND RESIDENCE OF OFFICERS.

Edwin Morey, *President*, Boston, Mass. C. S. Mellen, *General Superintendent*, Arlington, Mass. B. F. Kendrick, *Auditor*, Newton, Mass. W. F. Simons, *Superintendent*, Somerville, Mass. H. N. Turner, *General Freight Agent*, Winchester, Mass. Lucius Tuttle, *General Passenger Agent*, Somerville, Mass. C. E. A. Bartlett, *Treasurer*, Chelmsford, Mass. C. E. Cram, *Clerk of Corporation*, Winchester, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Morey, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass.  
Frederick E. Clarke, Lawrence, Mass. Channing Clapp, Boston, Mass.  
Wm. Powell Mason, Boston, Mass. A. Cochrane, Boston, Mass. Wm. A.  
Haskell, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,  
BOSTON, MASS.

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EDWIN MOREY,  
T. JEFFERSON COOLIDGE,  
ALEXANDER COCHRANE,  
WILLIAM A. HASKELL,  
CHANNING CLAPP,  
W. POWELL MASON,

*Directors.*

C. E. A. BARTLETT,

*Treasurer.*

C. S. MELLEN,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1886. Then personally appeared Edwin Morey, T. Jefferson Coolidge, Alexander Cochrane, William A. Haskell, Channing Clapp, C. E. A. Bartlett, W. Powell Mason (all on Nov. 11), and C. S. Mellen (on Nov. 12), and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,

*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & MAINE RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.		
Total income,		\$7,543,691 80
Total expense (including taxes),		4,767,299 84
Net income,		2,776,391 46
Rentals:		1,786,457 75
Eastern Railroad,*	\$1,298,377 75	
Worcester, Nashua & Rochester Railroad		
(9 months),	187,500 00	
Portland, Saco & Portsmouth Railroad,	90,300 00	
Portsmouth, Great Falls & Conway Railroad,	45,275 00	
Portsmouth & Dover Railroad,	46,140 00	
Lowell & Andover Railroad,	52,500 00	
Dover & Winnepiseogee Railroad,	29,000 00	
Eastern Railroad in New Hampshire,	22,500 00	
Newburyport City Railroad,	6,000 00	
West Amesbury Branch Railroad,	5,700 00	
Wolfborough Railroad,	2,240 00	
Boston & Albany Railroad,	3,000 00	
Kennebunk & Kennebunkport Railroad,	2,925 00	
Interest accrued during year:		289,933 71
On funded debt,	\$279,493 77	
On other debt,	10,439 94	
Dividends declared (8½ per cent.),		595,000 00
Balance for the year (surplus),		105,000 00
Balance at commencement of year,	\$1,832,184 05	
Deduct:		
Difference between amount received from		
sale of 70,000 shares of capital stock and		
the par value of same, the entry being		
made so that ledger may show stock		
liability at par..	\$78,725 48	
Old account charged off,	10,909 44	
	\$89,634 92	
Balance at commencement of year, as so changed,		1,742,549 13
Balance Sept. 30, 1886 (surplus),		1,847,549 13

\* Includes Eastern R. R. proportion of surplus earnings for year, \$421,340.44.



ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$3,477,249 59
through passengers (to and from other roads), . . . . .	563,036 82
express and extra baggage, . . . . .	188,381 24
mails, . . . . .	95,448 66
<i>Total earnings from passenger department, . . . . .</i>	<i>4,324,116 31</i>
From local freight, . . . . .	2,081,281 05
through freight (to and from other roads), . . . . .	848,485 02
<i>Total earnings from freight department, . . . . .</i>	<i>2,929,766 07</i>
<b>TOTAL TRANSPORTATION EARNINGS, . . . . .</b>	<b>7,253,882 38</b>
Rents for use of road, . . . . .	22,403 79
Income from all other sources, viz.: . . . . .	267,405 13
Investments, . . . . .	\$153,031 48
Rents of tenements, land, etc., . . . . .	82,828 47
Income from coal-holsting engines, . . . . .	11,784 90
Miscellaneous sources, . . . . .	19,760 28
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$7,543,691 30</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$103,377 08
Legal expenses, . . . . .	31,241 70
Insurance, . . . . .	21,484 08
Stationery and printing, . . . . .	30,772 17
Outside agencies and advertising, . . . . .	28,149 89
Contingencies and miscellaneous, . . . . .	45,506 94
Repairs of bridges (including culverts and cattle-guards), . . . . .	157,939 99
Repairs of buildings, . . . . .	226,878 97
Repairs of fences, road-crossings and signs, . . . . .	32,375 56
Renewal of rails, . . . . .	113,273 09
[Number tons new steel laid, 7,671; old steel, 3,375; total, 11,046.]	
[Number tons old iron laid, 478.]	
Renewal of ties, . . . . .	128,131 16
[Number cross-ties laid, 397,214; switch-ties, 7,505; total, 404,719.]	
Repairs of road-bed and track, . . . . .	461,464 00
Repairs of locomotives, . . . . .	282,278 31
Fuel for locomotives, . . . . .	468,943 24
[Tons of coal, 120,607; cords of wood, 1,335.]	
Water-supply, . . . . .	47,041 78
Oil and waste, . . . . .	31,378 58
Locomotive service, . . . . .	360,498 95
Repairs of passenger-cars, . . . . .	258,181 50
Passenger-train service, . . . . .	197,411 59
Passenger-train supplies, . . . . .	34,886 08
Mileage passenger-cars, . . . . .	11,006 00
Repairs of freight-cars, . . . . .	195,242 15
Freight-train service, . . . . .	212,205 73
Freight-train supplies, . . . . .	9,461 20
Mileage freight-cars, . . . . .	67,838 49
Telegraph expenses, . . . . .	51,398 99
Loss and damage, freight and baggage, . . . . .	6,654 27
Loss and damage, property and cattle, . . . . .	7,509 13
Personal injuries, . . . . .	45,786 23
Agents and station service, . . . . .	727,660 74
Station supplies, . . . . .	112,074 87
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>4,508,052 46</b>
Taxes, . . . . .	259,247 38
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$4,767,299 84</b>

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**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Stock in Orchard Beach Railroad, . . . . .	\$632 00
Real estate at Saco, . . . . .	20,000 00
Real estate at Portland, . . . . .	18,500 00
Essex R. R. bonds, . . . . .	42,100 00
TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .	81,232 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .	81,232 00

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**Balance Sheet, Sept. 30, 1886.**

ASSETS.		
Cost of road, . . . . .	\$9,620,937 63	
Cost of equipment, . . . . .	1,308,180 00	
Lands in Dover and Old Orchard, . . . . .	14,132 21	
Lands in Portland, . . . . .	18,500 00	
Lands in Saco, . . . . .	20,000 00	
Stock of Dover & Winnepiseogee Railroad, . . . . .	263,144 48	
Stock of Portland & Rochester Railroad, . . . . .	239,540 56	
Stock and bonds of Newburyport Railroad, . . . . .	302,493 95	
Stock of Danvers Railroad and account, . . . . .	27,430 00	
Stock of Orchard Beach Railroad, . . . . .	49,624 89	
Bonds of Danvers Railroad, . . . . .	125,000 00	
Bonds of Essex Railroad, . . . . .	42,100 00	
Steamer Mt. Washington and wharves, . . . . .	69,260 24	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$12,100,343 96</b>
Cash, . . . . .	\$215,020 45	
Bills receivable, . . . . .	96,755 41	
Due from agents and companies, . . . . .	477,722 95	
Materials and supplies, . . . . .	808,156 64	
Sinking fund, . . . . .	55,720 08	
Debit balances, . . . . .	150 04 91	
Improvement accounts, . . . . .	1,456,644 62	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>3,260,067 06</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$15,360,411 02</b>
LIABILITIES.		
Capital stock, . . . . .	\$7,000,000 00	
Funded debt, . . . . .	4,426,000 00	
Unfunded debt, viz.: . . . . .	2,086,861 89	
Int. unpaid { accrued, not due, \$70,755 09 } . . . . .	\$80,082 59	
{ uncalled for, 9,327 50 } . . . . .		
Rent of other roads, accrued not paid,* . . . . .	649,423 36	
Dividends unpaid, . . . . .	13,237 00	
Eastern R. R. lease, . . . . .	170,240 33	
Notes payable, . . . . .	300,000 00	
Sinking fund, . . . . .	55,720 08	
Vouchers and accounts, . . . . .	818,158 53	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>1,847,549 13</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$15,360,411 02</b>

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\* Includes Eastern R. R. proportion of surplus for the year, \$421,340 44.

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	3,084,970
Freight-train mileage, . . . . .	1,507,212
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	4,592,182
Switching-train mileage, . . . . .	824,075
Other train mileage, . . . . .	181,235
TOTAL TRAIN MILEAGE, . . . . .	5,597,492
Number of season-ticket passengers, . . . . .	2,509,157
Number of local passengers (including season), . . . . .	16,325,631
Number of through passengers (to and from other roads), . . . . .	696,960
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	17,022,581
Local passenger mileage (local passengers carried one mile), . . . . .	190,847,777
Through passenger mileage (through passengers carried one mile), . . . . .	33,375,514
TOTAL PASSENGER MILEAGE, . . . . .	224,223,291
Number tons local freight, . . . . .	1,869,032
Number tons through freight (to and from other roads), . . . . .	834,169
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	2,703,201
Local freight mileage (tons local freight carried one mile), . . . . .	74,820,388
Through freight mileage (tons through freight carried one mile), . . . . .	54,305,488
TOTAL FREIGHT MILEAGE, . . . . .	129,125,871
Average weight of passenger-trains (exclusive of passengers), . . . . .	152 tons.
Average number of cars in passenger-trains, . . . . .	5
Average weight of freight-trains (exclusive of freight), . . . . .	233 tons.
Average number of cars in freight-train, . . . . .	23
Average number of persons employed, . . . . .	4,913
DESCRIPTION OF ROAD.	
Main line of road from Boston, Mass., to Portland, Me., . . . . .	115.50 miles.
Main line of road in Massachusetts, . . . . .	36.75 "
Main line of road in New Hampshire, . . . . .	34.75 "
Main line of road in Maine, . . . . .	44.00 "
Double track on main line, . . . . .	70.96 "
Same in Massachusetts, . . . . .	36.25 "
Branches owned by company viz.: . . . . .	
Medford (single track), . . . . .	2.00 "
Methuen (2.75 miles single; 1 mile double), . . . . .	3.75 "
Great Falls (single track), . . . . .	2.75 "
Total length of branches owned by company, . . . . .	8.50 "
Total length of branches owned by company in Massachusetts, . . . . .	5.75 "
Total length of branches owned by company in New Hampshire, . . . . .	2.75 "
Double track on branches, . . . . .	1.00 "
Same in Massachusetts, . . . . .	1.00 "
Total road belonging to this company,* . . . . .	124.00 "
Sidings and other tracks not above enumerated, . . . . .	94.220 "
Same in Massachusetts, . . . . .	50.377 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	290.180 "
Same in Massachusetts, . . . . .	130.127 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	212.69 "
[Weights per yard, 60 and 72 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company, under Lease or Contract.</i>	
Eastern R. R. of Mass. and branches, length, . . . . .	118.320 miles.
Worcester, Nashua & Rochester R. R., length, . . . . .	94.480 "
Eastern R. R. in New Hampshire, length, . . . . .	16.080 "
Portland, Saco & Portsmouth R. R., length, . . . . .	50.760 "

\* 2.75 miles of Methuen Branch is operated by the Manch. &amp; Law. R. R.

Portsmouth, Gt. Falls & Conway R. R., length,	72.860 miles.
Wolfborough R. R., length,	12.030 "
Chelsea Beach R. R., length,	1.780 "
Newburyport City R. R., length,	2.240 "
Portsmouth & Dover R. R., length,	10.880 "
Danvers R. R., length,	9.259 "
Newburyport R. R., length,	26.979 "
Lowell & Andover R. R., length,	8.730 "
West Amesbury Branch R. R., length,	4.500 "
Dover & Winnepiseogee R. R., length,	29.000 "
Kennebunk & Kennebunkport R. R., length,	4.500 "
Total length of above roads,	462.398 "
Total length of above roads in Mass.,	209.018 "
Total length of above roads in other States (specifying each),	253.380 "
Eastern R. R. in N. H., length,	16.080 "
Worcester, Nashua & Rochester R. R. in N. H., length,	55.020 "
Portsmouth, Gt. Falls & Conway R. R. in N. H., length,	69.940 "
Wolfborough R. R. in N. H., length,	12.030 "
Portsmouth & Dover R. R. in N. H., length,	10.880 "
West Amesbury Branch R. R. in N. H., length,	2.250 "
Dover & Winnepiseogee R. R. in N. H., length,	29.000 "
Portland, Saco & Portsmouth R. R. in Maine, length,	50.760 "
Portsmouth, Gt. Falls & Conway R. R. in Maine, length,	2.920 "
Kennebunk & Kennebunkport R. R. in Maine, length,	4.500 "
Total length of above roads in other States (specifying each),	
New Hampshire, length,	195.200 "
Maine, length,	58.180 "
Total miles of road operated by this company,*	583.65 "
Total miles of road operated by this company in Massachusetts,	248.77 "
Number of stations in Massachusetts on all roads operated by this company,	144
Number of telegraph-offices in same,	72
Number of stations on all roads owned by this company,	62
Same in Massachusetts,	30
<b>EQUIPMENT.</b>	
Number of locomotives (leased, 130; owned, 103),	233
Number of passenger-cars (leased, 191; owned, 177),	368
Number of parlor or sleeping cars (leased, 3; owned, 12),	15
Number of baggage, mail and express cars (leased, 53; owned, 37),	90
Number of freight-cars (basis of 8 wheels) (leased, 2,284; owned, 1,919),	4,203
Number of other cars (leased, 232; owned, 88),	320
Snow plows (leased, 27; owned, 14),	41

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	2	2	10	2	12	2	14
Employees, .	-	-	7	23	7	23	10	28
Others, .	-	-	28	20	28	20	33	22

\* 2.75 miles of Methuen Branch is operated by the Manch. & Law. R. R.

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 8, 1885.* — Maggie Hayes, a trespasser, walking on the track on the bridge between North and South Lawrence, was struck by the engine of a passing train, and received a severe wound in the head.

*October 12.* — Robert Sturgeon, brakeman, missed from the top of his car on arrival at Andover, was found dead near the freight-house.

*October 16.* — Unknown, a Swede, a trespasser, walking on the track near Draw No. 1, Boston yard, western division, was struck by passing train, receiving injuries to his head and side.

*October 20.* — R. Andrews, in Salem station, attempted to cross the tracks in front of moving train, and was struck, receiving wounds in his face, head and back.

*October 22.* — William Percival Hatch, a boy and a trespasser, had his right foot badly crushed by being run over by an engine near Faulkner station.

*October 24.* — George Foster, a trespasser, caught between two trains near Wilmington Junction, was run over, receiving injuries from which he soon after died.

*October 31.* — Daniel Allen, a trespasser, was found in wheel-pit, on draw in Boston yard, western division, with compound fracture of the skull; cause of accident unknown.

*November 11.* — Jacob Greenfield, a trespasser, walking on the tracks near Washington Street crossing, Lynn, was struck by a passing train and killed.

*November 12.* — Joseph M. Snellens, a trespasser, standing on the tracks near Commercial Street crossing, Lynn, was struck by a passing train and killed.

*November 12.* — Joseph P. Hanley, a trespasser, walking on the tracks in Salem yard, was struck by passing train and killed.

*November 12.* — Mary Collins, a child of four years, a trespasser, attempted to cross the track in front of a moving train, near So. Lawrence, and was struck and killed.

*November 21.* — Miss McAuliffe, a passenger, jumped from a train while it was passing Danvers Junction, — a station at which it does not stop, — seriously injuring her hip and spraining her ankle.

*November 26.* — Michael Cary, a trespasser, walking on the tracks near Lowell Junction, was struck by a passing train, receiving injuries from which he soon afterwards died.

*December 1.* — William Smith, a trespasser, attempting to steal a ride, jumped from a moving train as it was entering the station at Salem, and struck against a switch, receiving a cut in his head and severe bruises.

*December 2.* — George A. Simpson, freight conductor, while coupling cars at West Lynn yard, had his left hand caught, losing a finger.

*December 4.* — Charles O. Wise, brakeman, shifting cars at Beverly yard, was caught by his foot in a frog, and was run over and killed.

*December 5.* — Albert P. Lewis, a trespasser, walking on the tracks on Haverhill bridge, was struck by passing train, and received injuries from which he afterwards died.

*December 8.* — Joseph Soper, a passenger, jumped from a train, near Montserrat station, before it had come to a full stop, and was run over, losing one of his legs.

*December 10.* — Daniel Ward, a trespasser, boarded a train for a short ride at the Reading station, and jumped off while it was in motion, and fell under the wheels and had both legs cut off.

*December 16.* — A. S. Neal, employee, conductor of shifting-engine, was caught, while coupling cars near Gloucester, and had his hand badly jammed and two fingers broken.

*December 22.* — Timothy Hurley, a trespasser, walking on the tracks in the freight-yard at Lynn, was struck by a train, and had his left leg cut off and two ribs broken.

*December 30.* — Mrs. Mary Gates, a passenger, attempted to get off a train at Greenwood station, after it had started, and was run over, receiving injuries from which she soon afterwards died.

*January 5, 1886.* — William H. Phoenix, brakeman, lost the thumb of his right hand and had forefinger broken, in coupling cars at Boston yard, western division.

*January 8.* — Daniel McCarty, employee, was struck and thrown down, in passenger station yard, Boston, western division, by tender of shifting-engine and injured in the head.

*January 9.* — Fred. W. Hanson, conductor of gravel-pit shifter, was caught while coupling cars at Beverly, and lost two fingers of the left hand.

*January 20.* — Robert Walsh, a trespasser, lying on the tracks, near Everett station, was run over by passing train and killed.

*January 20.* — Isaac Francis, employee, in coupling cars in Salem yard, was caught and lost forefinger of the left hand.

*February 17.* — William F. and James Irvin, boys, trespassers, on the tracks in East Boston yard, were struck by a shifting-train, and received severe but not fatal injuries.

*February 18.* — Eugene Thomas, a passenger, standing on the steps of a moving train, near Salem, lost his balance and fell off, receiving severe injuries to his face and head.

*February 19.* — Charles Davis, brakeman, in coupling cars at Boston yard, western division, had his hand badly jammed.

*February 23.* — Jerry Sears, brakeman, fell between cars of a moving train at Draw 1, Boston yard, western division, and was run over and lost both arms.

*March 4.* — John McManus, brakeman, in coupling cars at Lawrence, had his left hand crushed.

*March 6.* — Mrs. S. M. Lawrence, a trespasser, attempted to cross the tracks at Malden, in front of an advancing train, and was struck and killed.

*March 11.* — Randall Gillis, a passenger, received severe injuries from jumping or falling off a moving train at the junction of the Gloucester branch, near Beverly Farms.

*March 21.* — C. L. Morrison, brakeman, in coupling cars in Charlestown yard, eastern division, had his arm caught and jammed.

*March 26.* — Horace W. Cutter, a passenger, intoxicated, attempted to pass from one car to another, near West Lynn, while train was in motion, and was blown off and sustained several severe wounds in the head.

*March 30.* — George Buck, a trespasser, sitting on the track, near Andover, was struck by a passing train, and had his hip fractured.

*April 2.* — James Grogan, brakeman, jumped from moving train in Worcester yard, and fell and had his finger cut off by wheels of the train.

*April 8.* — W. H. Slade, a passenger, jumped from a train at Chelsea, before it had come to a full stop, and fell and had his foot crushed by the wheels of the car.

*April 10.* — Lawrence Mullen, a passenger, jumped from a train at Lynn, before it had come to a stop, and fell under the wheels and had both legs cut off.

*April 12.* — Emma Mohar, a trespasser, walking on the tracks between Pleasant and Blossom streets, in Lynn, was struck by a passing train and killed.

*April 13.* — George W. Dow attempted to drive across the tracks in front of an approaching train, at Essex Street crossing in Haverhill, in spite of protest of gateman, and had his team struck, and was himself thrown out and severely injured about the body and cut in the head.

*April 14.* — William Millard, a boy, attempted to cross the tracks at Revere, in front of an approaching train, and was struck and killed.

*April 14.* — James E. Galway attempted to jump upon the rear car of a moving shifting-train, at Peabody, and fell under the wheels and had his left leg cut off.

*April 21.* — Mrs. Annie Fitzgerald, a passenger, in collision of train, near Howes station, had her knee hurt.

*April 25.* — Hattie M. Howland, a passenger, stepped from a train at Salem, before it had fully stopped, and fell and received a severe cut over the eye.

*April 30.* — John McKenney, a passenger, attempted to jump from a train at Broadway station, after it had started, and fell and injured his side.

*May 6.* — J. A. Anderson, brakeman, in coupling cars at Oakdale, lost one of his fingers.

*May 20.* — William J. Parriss, freight conductor, while coupling cars in Boston yard, western division, was caught and severely but not fatally squeezed.

*May 27.* — Michael Reardon, a trespasser, attempted to board a moving train at Lynn, and fell and fractured his skull, but was not fatally injured.

*June 7.* — H. R. Foster, employee, in coupling engine to cars at Lawrence, had the bones of his thumb broken.

*June 9.* — Eli Walker, a trespasser, walking on the tracks near West Boylston, was struck by a passing train and killed.

*June 10.* — Daniel Roach, a trespasser, attempted to board a moving train at North Andover, and fell under the wheels and received injuries from which he soon afterwards died.

*June 11.* — Thomas Phelan, a trespasser, was struck by a passing train near Chelsea, and was picked up insensible.

*June 15.* — Thomas Donnelly, a trespasser, walking on the tracks near Clinton, was struck by a passing train and killed.

*June 19.* — Mrs. Grainville Parker, a passenger, in collision of trains near Pepperell, received a slight cut in the forehead.

*June 20.* — Ambrose Devine, a trespasser and intoxicated, lying on the tracks in freight-yard at Salem, had his left arm broken by train backing down upon him.

*June 21.* — Moses McAlphine, intoxicated, attempted to cross the track at the Washington Street crossing, Salem, in front of an approaching train, and was struck by the engine and received three scalp wounds.

*June 22.* — Unknown man, a trespasser, walking on the tracks near Reading, was struck by a passing train and killed.

*June 30.* — David Harrigan, a child, a trespasser, seated on the track near Danvers, was struck by a passing train and killed.

*June 30.* — John Whittemore, car inspector, repairing U. S. coupler on a coal car at Salem, was killed by the remaining cars of the train being backed down upon him.

*July 1.* — Catherine King, a trespasser, in crossing a side track at Haverhill, was struck by a freight car that was being set off, and killed.

*July 2.* — John Measures, accompanied by Mrs. F. Measures and two children, attempted to cross the track with a team at Wakefield, in front of an approaching train, and was struck, and the horse and all the above-named persons, including himself, killed.

*July 3.* — George W. Salsbury, a passenger, sitting at an open window in a moving train, near Mystic bridge, had his arm broken by some unknown object.

*July 11.* — James Comber, a passenger, jumped from a train after it had started from Reading, and fell under the wheels, receiving injuries from which he soon afterwards died.

*July 11.* — W. C. Greene, an employee and engineer, leaning out between his engine and tender, and looking backwards, was struck by a street bridge-guard post in Lynn, and was knocked off and received severe injuries, but no bones broken.

*July 13.* — Charles Ripley, brakeman, standing on the front step of an engine at Lynn, for the purpose of drawing the pin between it and a passenger car, was caught, and sustained a compound fracture of the knee.

*July 21.* — William Shaw, an employee, attempted to cross the tracks at Somerville, eastern division, in front of a moving train, and was struck and injured in the head.

*July 21.* — Frank W. Coffin, a brakeman, in coupling cars at Revere, had his hand caught and crushed.

*July 22.* — William Conners, a trespasser, walking on the tracks near Edgeworth, was struck by a passing train and killed.

*July 27.* — Zebedee Burley, an employee, at work on the tracks near North Beverly, stepped in front of a passing train and was killed.

*July 28.* — Nathaniel E. Alley, an employee, jumped from a moving train near Lynn, breaking his left wrist.

*July 31.* — Frank Hanna, a brakeman, coupling cars near West Lynn, was caught, and had the back of his hand cut and shoulder bruised.

*August 7.* — Peter Plunkett, an employee, jumped from a moving train near Malden, before it had come to a stop, and cut his face and head.

*August 13.* — E. P. Vose, brakeman, was caught between two cars being backed together at coal track, Boston yard, western division, receiving injuries from which he soon afterwards died.

*August 15.* — Daniel Sullivan, a child, a trespasser on the tracks, was struck by a passing train, near Chelsea, and killed.

*August 16.* — Unknown man, a trespasser, walking upon the tracks near Reading Highlands, was struck by a passing train, receiving injuries from which he soon afterwards died.

*August 18.* — J. A. Couillard, brakeman, running on top of a loaded coal car in motion, near Lowell, fell and was run over and killed.



*August 23.* — Mrs. Mary Killcommon, a trespasser, attempted to cross the tracks in front of an approaching train, near Chelsea, and fell, and was struck and killed.

*August 26.* — C. O. Harnden, an employee, walking on the tracks on the railroad bridge at Haverhill, was struck by a moving train and killed.

*August 28.* — Warren Fitch, a brakeman, coupling cars at Rockport, lost the forefinger of his right hand.

*September 2.* — Sabito Sartini, an Italian image-seller, a trespasser, walking upon the tracks, was struck by a passing train near Atherton, receiving injuries from which he soon afterwards died.

*September 4.* — Benjamin S. Brazier, Jr., was found lying dead, with head crushed and arm cut off, between the rails of the outward track on Mystic River bridge, western division.

*September 4.* — John G. Cloutman, a trespasser and intoxicated, sitting on the track, was struck by the tender of an engine backing into the car-house at Haverhill, receiving injuries from which he soon afterwards died.

*September 5.* — W. J. Grant, a brakeman, while standing on the car steps of a moving train, struck against a cross-switch at Somerville, cutting a gash in his head.

*September 6.* — Harry Halcomb, illegally riding upon a train, jumped off while it was in motion, near Prison Point, to avoid paying fare, and fell, receiving a severe scalp wound.

*September 7.* — Edward Richards attempted to board a train at Malden after it had started, and fell under the wheels and lost two toes of his foot.

*September 22.* — Daniel J. Kennedy attempted to board a train at Boston station, eastern division, after it had started, by catching on to the rear car, and was swung round and thrown down, receiving a severe wound in the head.

#### GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	60 tons.
Average weight of locomotives in working order, . . .	33 "
Maximum weight of tenders full of fuel and water, . . .	42½ "
Average weight of tenders full of fuel and water, . . .	21 "
Maximum weight of passenger-cars, . . .	28½ "
Average weight of passenger-cars, . . .	21 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight-cars, . . .	9½ "
Average weight of 4-wheel box freight-cars, . . .	4½ "
Average weight of 8-wheel platform-cars, . . .	7½ "
Average weight of 4-wheel platform-cars, . . .	3½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 2-12 feet.
Total length of heaviest engine and tender over all, . . .	58 feet.
Total length of longest engine and tender over all, . . .	58 "
Number of miles of telegraph owned by company, . . .	29 miles.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Co.; 121.25 miles.	
Number of miles of road operated by your company not furnished with telegraph facilities:—	
From Bradford to Georgetown, . . .	6.50 "

## BRIDGES.

Number of trestle bridges of 25 feet and upwards,*	4
Aggregate length of same for double track (3,568 feet).	
Number of spans of stone bridges of 25 feet and upwards,*	3
Aggregate length of same for double track (90 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	11
Aggregate length of same for single track (60 feet).	
Aggregate length of same for double track (928½ feet).	
Number of spans of timber bridges of 25 feet and upwards,*	6
Aggregate length of same for single track (43½ feet).	
Aggregate length of same for double track (626 feet).	
Number of crossings of highways at grade,*	55
Number of crossings of highways over railroad,	16
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	1
Number of highway bridges less than 18 feet above track,	15
Height of lowest bridge above the rail,	14.10
Number of crossings at which gates or flagmen are maintained,	48
Number of crossings at which there are neither signals nor flagmen,	7
Number of railroad-crossings at grade (specifying each),	8
Union Freight Railroad, Boston.	
Fitchburg Railroad, Boston.	
Boston & Lowell Railroad, Boston.	
Eastern Railroad, Boston.	
Grand Junction Railroad, Boston.	
Salem & Lowell Railroad, Wilmington.	
Boston & Lowell Railroad, Lawrence (twice).	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company (received),	2.140 cents.
Average rate of fare per mile received from passengers to and from other roads,	1.687 "
Average rate of fare per mile for season-ticket passengers,	.731 "
Average rate of fare per mile received from all passengers,	1.802 "
Average rate of local freight per ton per mile (received),	2.782 "
Average rate of freight per ton per mile received from freight to and from other roads,	1.562 "
Average rate of freight per ton per mile received from all freight,	2.269 "

## RELATING TO PASSENGERS.

Passengers to Boston (including season),	5,496,045
Passengers from Boston (including season),	5,511,934
Season-ticket passengers to and from Boston,	1,589,394

## CAPITAL STOCK.

Capital stock authorized by charter,	\$7,000,000 00
Capital stock authorized by votes of company,	7,000,000 00
Capital stock issued (number of shares 70,000); amount paid in,	\$7,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	7,000,000 00
Total number of stockholders,	4,038
Number of stockholders in Massachusetts,	2,403
Amount of stock held in Massachusetts,	\$4,855,000 00

\* In Massachusetts, on miles road owned.

DEBT.	
Funded debt, as follows:—	
Bonds due Jan. 1, 1893, rate of interest 7 per cent., . . .	\$1,500,000 00
Interest accrued on same during year, . . . \$105,000 00	
Bonds due Jan. 1, 1894, rate of interest 7 per cent., . . .	2,000,000 00
Interest accrued on same during year, . . . \$140,000 00	
Improvement bonds due Feb. 2, 1905, rate of interest 4 per cent., . . .	926,000 00
Interest accrued on same during year, . . . \$34,493 77	
<b>TOTAL AMOUNT OF FUNDED DEBT,</b> . . . . .	<b>\$4,426,000 00</b>

## NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. Wm. Merritt, Jr., Western Division, Boston, Mass.; Dan'l W. Sanborn, Eastern Division, Portland, Me.; John W. Sanborn, Northern Division, Wolfboro' Junction, N. H.; Chas. Howard, Wor., N. & P. Division, Worcester, Mass., *Superintendents*. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. Wm. F. Berry, *Assistant General Freight Agent*, East Boston, Mass. Dana J. Flanders, *General Passenger Agent*, Malden, Mass. Chas. E. Lord, *Assistant General Passenger Agent*, Newton, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Nathaniel G. White,\* Lawrence, Mass. Amos Paul, So. Newmarket, N. H. Nathaniel J. Bradlee, Boston, Mass. William S. Stevens, Dover, N. H. Jas. R. Nichols, Haverhill, Mass. Jos. S. Ricker, Deering, Me. Sam'l C. Lawrence, Medford, Mass. Richard Olney, Boston, Mass. Frank Jones, Portsmouth, N. H.

## PROPER ADDRESS OF THE COMPANY.

BOSTON &amp; MAINE RAILROAD,

BOSTON, MASS.

GEORGE C. LORD,  
NATH'L J. BRADLEE,  
AMOS PAUL,  
JAMES R. NICHOLS,  
WM. S. STEVENS,  
RICHARD OLNEY,  
JOSEPH S. RICKER,

*Directors.*

AMOS BLANCHARD,

*Treasurer.*

JAS. T. FURBER,

*General Manager.*

\*Deceased.

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 17, 1886. Then personally appeared George C. Lord, Nath'l J. Bradlee, Amos Paul, James R. Nichols, Wm. S. Stevens, Richard Olney, Joseph S. Ricker, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L B. HILDRETH,  
*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON AND PROVIDENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$1,784,805 19
Total expense (including taxes), . . . . .	1,373,198 84
Net income, . . . . .	411,606 35
Rentals, . . . . .	11,727 01
Attleborough Branch, . . . . .	\$11,727 01
Interest accrued during year, . . . . .	21,715 61
On funded debt, . . . . .	\$21,715 61
Dividends declared (8½ per cent.), . . . . .	340,000 00
Balance for the year (surplus), . . . . .	38,163 73
Balance at commencement of year, . . . . .	452,174 12
Balance Sept. 30, 1886 (surplus), . . . . .	490,337 85
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$927,869 22
through passengers (to and from other roads), . . . . .	156,144 31
express and extra baggage, . . . . .	40,661 35
mails, . . . . .	14,153 73
<i>Total earnings from passenger department,</i> . . . . .	1,138,828 61
From local freight, . . . . .	358,064 18
through freight (to and from other roads), . . . . .	264,311 02
<i>Total earnings from freight department,</i> . . . . .	622,375 20
TOTAL TRANSPORTATION EARNINGS, . . . . .	1,761,203 81
Income from all other sources, viz.: . . . . .	23,601 38
Land and buildings, . . . . .	\$23,601 38
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$1,784,805 19
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$34,480 61
Legal expenses, . . . . .	7,934 21
Insurance, . . . . .	3,557 19
Stationery and printing, . . . . .	9,025 20
Outside agencies and advertising, . . . . .	10,064 33
Contingencies and miscellaneous, . . . . .	676 09
Repairs of bridges (including culverts and cattle-guards), . . . . .	92,807 68
Repairs of buildings, . . . . .	118,430 23
Repairs of fences, road-crossings and signs, . . . . .	9,272 84
Renewal of rails, . . . . .	17,009 55
[Number tons steel laid, 875.]	
Renewal of ties, . . . . .	21,955 70
[Number laid, 52,842.]	
Repairs of road-bed and track, . . . . .	158,394 02
Repairs of locomotives, . . . . .	66,010 18
Fuel for locomotives, . . . . .	105,400 36
[Tons of coal, 27,669.]	
Water supply, . . . . .	7,227 18

Oil and waste, . . . . .	\$16,418 10
Locomotive service, . . . . .	94,446 91
Repairs of passenger-cars, . . . . .	69,805 00
Passenger-train service, . . . . .	81,558 51
Passenger-train supplies, . . . . .	6,426 30
Repairs of freight-cars, . . . . .	40,395 56
Freight-train service, . . . . .	26,848 53
Freight-train supplies, . . . . .	801 12
Mileage freight-cars, . . . . .	5,268 29
Telegraph expenses, . . . . .	3,863 16
Loss and damage, freight and baggage, . . . . .	1,185 98
Loss and damage, property and cattle, . . . . .	928 33
Personal injuries, . . . . .	6,200 13
Agents and station service, . . . . .	292,060 18
Station supplies, . . . . .	26,358 84
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$1,274,810 31</b>
<b>Taxes, . . . . .</b>	<b>98,888 53</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$1,373,198 84</b>

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Providence, Warren & Bristol R. R. stock, . . . . .	\$3,250 00
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$3,250 00</b>

**Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>		
Cost of road, . . . . .	\$4,688,774 38	
Cost of equipment, . . . . .	207,400 00	
Lands, . . . . .	43,502 08	
Stock of Providence, Warren & Bristol R. R., . . . . .	158,340 00	
Stock of Union Freight Railway, . . . . .	79,014 42	
Stock of Dedham Water Company, . . . . .	5,000 00	
Stock of Attleborough Branch Railroad, . . . . .	3,000 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$5,185,030 88</b>	
Cash, . . . . .	\$26,248 82	
Bills receivable, . . . . .	96,500 00	
Due from agents and companies, . . . . .	148,300 97	
Materials and supplies, . . . . .	92,065 31	
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>363,115 10</b>	
<b>TOTAL ASSETS, . . . . .</b>	<b>\$5,548,145 98</b>	
<b>LIABILITIES.</b>		
Capital stock, . . . . .	\$4,000,000 00	
Funded debt, . . . . .	760,000 00	
Unfunded debt, viz.: . . . . .	297,808 13	
Interest unpaid, . . . . .	\$11,350 00	
Dividends unpaid, . . . . .	1,796 00	
Dividend due Nov. 1, . . . . .	180,000 00	
Vouchers and accounts, . . . . .	104,662 13	
<b>Profit &amp; Loss balance, . . . . .</b>	<b>490,337 85</b>	
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$5,548,145 98</b>	

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	745,626
Freight-train mileage, . . . . .	253,652
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	999,278
Switching-train mileage, . . . . .	49,154
TOTAL TRAIN MILEAGE, . . . . .	1,048,432
Number of season-ticket passengers, . . . . .	561,044
Number of local passengers (including season), . . . . .	5,877,809
Number of through passengers (to and from other roads), . . . . .	242,097
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	6,119,906
Local passenger mileage (local passengers carried one mile), . . . . .	51,244,908
Through passenger mileage (through passengers carried one mile), . . . . .	6,745,791
TOTAL PASSENGER MILEAGE, . . . . .	57,990,699
Number tons local freight, . . . . .	396,197
Number tons through freight (to and from other roads), . . . . .	354,023
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	750,220
Local freight mileage (tons local freight carried one mile), . . . . .	10,432,971
Through freight mileage (tons through freight carried one mile), . . . . .	11,494,520
TOTAL FREIGHT MILEAGE, . . . . .	21,927,491
Average weight of passenger-trains (exclusive of passengers), . . . . .	350,000 lbs.
Average number of cars in passenger-trains, . . . . .	6
Average weight of freight-trains (exclusive of freight), . . . . .	682,000 lbs.
Average number of cars in freight-train, . . . . .	30
Average number of persons employed, . . . . .	994
DESCRIPTION OF ROAD.	
Main line of road from Boston to Providence, . . . . .	44. miles.
Main line of road in Massachusetts, . . . . .	38.142 "
Main line of road in Rhode Island, . . . . .	5.858 "
Double track on main line, . . . . .	44. "
Same in Massachusetts, . . . . .	38.142 "
Branches owned by company, viz.:	
West Roxbury (single track), . . . . .	5.366 "
Dedham (single track), . . . . .	2.224 "
India Point (single track), . . . . .	8.048 "
Stoughton (single track), . . . . .	4.114 "
Total length of branches owned by company, . . . . .	19.752 "
Total length of branches owned by company in Massachusetts, . . . . .	15.189 "
Total length of branches owned by company in Rhode Island, . . . . .	4.563 "
Total road belonging to this company, . . . . .	63.752 "
Sidings and other tracks not above enumerated, . . . . .	52. "
Same in Massachusetts, . . . . .	40. "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	159.752 "
Same in Massachusetts, . . . . .	131.473 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	107.752 "
[Weights per yard, 70 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Attleborough Branch, length, . . . . .	4. miles.
Total length of above road, . . . . .	4. "
Total length of above road in Massachusetts, . . . . .	4. "
Total miles of road operated by this company, . . . . .	67.752 "
Total miles of road operated by this company in Massachusetts, . . . . .	57.331 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	43
Number of telegraph offices in same, . . . . .	13
Number of stations on all roads owned by this company, . . . . .	41
Same in Massachusetts, . . . . .	37

EQUIPMENT.	
Number of locomotives, . . . . .	58
Number of passenger-cars, . . . . .	168
Number of parlor or sleeping cars, . . . . .	*24
Number of baggage, mail and express cars, . . . . .	25
Number of freight-cars (basis of 8 wheels), . . . . .	520
Number of other cars, . . . . .	417

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	2	-	2	-	2
Employees, .	-	-	1	-	1	-	1	1
Others, .	-	-	11	2	11	2	12	3

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 1, 1885.* — Jos. A. Schwenderman, walking on track under Lowell bridge, was instantly killed by train due in Boston at 7.05 P. M.

*October 1.* — Richard Flynn, about 10 years old, living on Gardner Street, West Roxbury, was run over about 1.20 P. M. by train from Dedham, and had left leg cut off. Died next day.

*October 4.* — Mrs. Margaret Coleman, who lived on Centre Street, West Roxbury, was instantly killed about 6.30 A. M. by N. Y. mail train from Providence. She was 82 years old, and feeble-minded.

*October 13.* — Charles Heinlein, aged 37 years, shoemaker at 123 Pleasant Street, Boston, was in Roxbury station waiting for a horse car; seeing car coming, he rushed out suddenly with such speed as to fall against and under 11.15 P. M. train from Boston just arriving. He lost a leg.

*December 17.* — James Conner lost a thumb and one finger while attempting to couple cars at Attleborough. He was not an employee, and had been warned off.

*January 25, 1886.* — William Haley of Cambridge, walking on track at a point 300 feet south of Tremont crossing, was instantly killed by 1 P. M. train from Boston.

*February 1.* — Celia Boylan, while attempting to cross track between Jamaica Plain station and the crossing, the gates being closed, was instantly killed by 8.30 P. M. express from Boston.

*February 10.* — An unknown man was killed by 6.30 P. M. train from Boston, at a point just south of Mount Hope station.

*April 5.* — Daniel Sherwin jumped from 3.50 P. M. express from Boston when passing Boylston station, his injuries being severe.

*April 26.* — Michael Herbert, 55 years old, who had been talking with his employer at the door of Roxbury station, started to cross track directly in front of engine of propeller freight, due in Boston at 12.15 P. M., and was instantly killed.

\* Line cars. Eight per cent. owned by Boston & Providence Railroad.



*June 7.* — William Farrell, of 19 Conant Street, Boston Highlands, was fatally injured by 11 P. M. mail train from Boston. He had been on a spree, and was lying asleep with his head on the rail, near Pleasant View station, in Attleborough.

*July 30.* — Anthony Concannon, laborer on track, aged 22, being somewhat reckless, was thrown from a hand car, run over and killed.

*August 23.* — Henry Dimond, 10 years of age, was struck by engine of train at North Attleborough, and died soon after. He was playing near the track and slipped in front of the engine.

*September 2.* — James F. Ladd, 14 years old, a newsboy employed upon this road, fell from the train at a point just south of Albany crossing, and was badly injured.

*September 18.* — William Botts, aged 24, a farmer, drove on to track at Falls Village, and was instantly killed by 11.55 A. M. train from Attleborough.

*September 30.* — Joseph H. Love, aged 84 years, a resident of Revere Street, Jamaica Plain, was instantly killed by 2 o'clock train from Boston, while attempting to cross the track in front of the station.

#### GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	102,000 lbs.
Average weight of locomotives in working order, . . .	62,400 "
Maximum weight of tenders full of fuel and water, . . .	67,800 "
Average weight of tenders full of fuel and water, . . .	40,100 "
Maximum weight of passenger-cars, . . .	48,000 "
Average weight of passenger-cars, . . .	38,000 "
Average weight of mail and baggage-cars, . . .	38,000 "
Average weight of 8-wheel box freight-cars, . . .	18,100 "
Average weight of 4-wheel box freight-cars, . . .	8,500 "
Average weight of 8-wheel platform-cars, . . .	14,550 "
Average weight of 4-wheel platform-cars, . . .	7,550 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 ft.
Total length of heaviest engine and tender over all, . . .	56 ft. 9 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company; 53.48 miles.	

#### BRIDGES.

Number of spans of stone bridges of 25 feet and upwards,* . . .	4
Aggregate length of same for single track (250 feet). . . .	
Aggregate length of same for double track (125 feet). . . .	
Number of spans of iron bridges of 25 feet and upward,* . . .	30
Aggregate length of same for single track (998 feet). . . .	
Aggregate length of same for double track (84 feet). . . .	
Aggregate length of same for triple track (112 feet). . . .	
Aggregate length of same for quadruple track (46 feet). . . .	
Number of spans of timber bridges of 25 feet and upwards,* . . .	3
Aggregate length of same for single track (227 feet). . . .	
Aggregate length of same for double track (126 feet). . . .	
Number of crossings of highways at grade,* . . .	52
Number of crossings of highways over railroad, . . .	33
Number of crossings of highways under railroad, . . .	6
Number of highway bridges 18 feet above track, . . .	16
Number of highway bridges less than 18 feet above track, . . .	19
Height of lowest bridge above the rail, . . .	14 ft. 1 in.
Number of crossings at which gates or flagmen are maintained, . . .	39

\* In Massachusetts, on miles road owned.

Number of crossings at which electric signals are maintained.*	12
Number of crossings at which there are neither signals nor flagmen.*	18
Number of railroad-crossings at grade (specifying each):*	1
Boston & Albany.	
Number of railroad-crossings under other railroads (specifying each):*	2
New York & New England at Readville.	
Providence & Worcester at Attleborough.	
<b>RATES OF FARE, ETC.</b>	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company.	1.925 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.143 "
Average rate of fare per mile for season-ticket passengers,	.918 "
Average rate of fare per mile received from all passengers,	1.869 "
Average rate of local freight per ton per mile,	3.432 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.3 "
Average rate of freight per ton per mile received from all freight,	2.838 "
<b>RELATING TO PASSENGERS.</b>	
Passengers to Boston (including season),	2,269,165
Passengers from Boston (including season),	2,321,323
Season-ticket passengers to and from Boston,	416,283
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter,	\$4,000,000 00
Capital stock authorized by votes of company,	4,000,000 00
Capital stock issued (number of shares, 40,000); amount paid in,	\$4,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	4,000,000 00
Total number of stockholders,	1,619
Number of stockholders in Massachusetts,	1,269
Amount of stock held in Massachusetts,	\$3,309,000 00
<b>DEBT.</b>	
Funded debt as follows:—	
Bonds due July 1, 1893, rate of interest 7 per cent.,	\$500,000 00
Interest paid on same during year,	\$35,000 00
Notes payable,	260,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$760,000 00

## NAME AND RESIDENCE OF OFFICERS.

Henry A. Whitney, *President*, Milton, Mass. Albert A. Folsom, *Superintendent*, Boston, Mass. William H. Morrell, *General Freight Agent*, Dedham, Mass. James Dally, *General Passenger Agent*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Winslow Warren, *Clerk of Corporation*, Dedham, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Whitney, Milton, Mass. Thos. P. I. Goddard, Providence, R. I. Wm. R. Robeson, Lenox, Mass. Joseph W. Balch, Boston, Mass. Royal C. Taft, Providence, R. I. Robert H. Stevenson, Milton, Mass. Roger Wolcott, Boston, Mass.

\* In Massachusetts, on miles road owned.

PROPER ADDRESS OF THE COMPANY.  
BOSTON & PROVIDENCE RAILROAD CORPORATION,  
BOSTON, MASS.

---

HENRY A. WHITNEY,  
T. P. I. GODDARD,  
WM. R. ROBESON,  
J. W. BALCH,  
ROYAL C. TAFT,  
ROBT. H. STEVENSON,  
ROGER WOLCOTT,

*Directors.*

B. B. TORREY,

*Treasurer.*

ALBERT A. FOLSOM,

*Superintendent.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1886 Then personally appeared Henry A. Whitney, W. R. Robeson, J. W. Balch, Robt. H. Stevenson, Roger Wolcott, B. B. Torrey and Albert A. Folsom, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES DAILY,

*Justice of the Peace.*

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STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, SC. In the city of Providence, on this fifth day of November, 1886, personally appeared the above-named Thomas P. I. Goddard and Royal C. Taft, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

JOHN WILSON SMITH,

*Notary Public.*

# REPORT

## OF THE

### BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

#### FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[A narrow-gauge road ]

#### GENERAL EXHIBIT FOR THE YEAR.

Total income, . . . . .	\$222,845 15
Total expense (including taxes), . . . . .	137,905 05
Net income, . . . . .	84,940 10
Interest accrued during year, . . . . .	22,480 12
On funded debt, . . . . .	\$21,000 00
On other debt, . . . . .	1,480 12
Dividends declared (6 per cent.), . . . . .	36,000 00
Balance for the year (surplus), . . . . .	26,459 98
Balance at commencement of year, . . . . .	\$40,767 61
Add: Premiums on 142 shares stock sold, . . . . .	3,248 25
Deduct: Sundry worthless accounts, . . . . .	1,913 06
Balance at commencement of year as so changed, . . . . .	42,102 80
Balance Sept. 30, 1886 (surplus), . . . . .	68,562 78

#### ANALYSIS OF EARNINGS.

From local passengers, . . . . .	\$202,962 20
through passengers (to and from other roads), . . . . .	5,912 10
TOTAL TRANSPORTATION EARNINGS, . . . . .	208,874 30
Income from all other sources, viz.: . . . . .	13,970 85
Miscellaneous, . . . . .	\$8,535 71
Rents, . . . . .	5,435 14
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>222,845 15</b>

#### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$7,339 81
Legal expenses, . . . . .	502 57
Insurance, . . . . .	850 88
Stationery and printing, . . . . .	1,922 11
Outside agencies and advertising, . . . . .	1,002 97
Contingencies and miscellaneous, . . . . .	3,892 12
Repairs of bridges (including culverts and cattle-guards), . . . . .	417 98
Repairs of buildings, . . . . .	5,519 61
Repairs of fences, road-crossings and signs, . . . . .	539 14
Renewal of ties, . . . . .	3,060 00
[Number laid, 9,000.]	
Repairs of road-bed and track, . . . . .	10,637 26
Repairs of locomotives, . . . . .	2,697 61
Fuel for locomotives, . . . . .	9,368 82
[Tons of coal, 2,985.]	
Water supply, . . . . .	1,289 88
Oil and waste, . . . . .	855 19
Locomotive service, . . . . .	7,788 12
Repairs of passenger-cars, . . . . .	7,052 02

Passenger-train service, . . . . .	\$12,829 88
Passenger-train supplies, . . . . .	1,444 11
Telegraph expenses, . . . . .	1,034 76
Loss and damage, property and cattle, . . . . .	262 04
Personal injuries, . . . . .	2,222 97
Agents and station service, . . . . .	17,458 60
Station supplies, . . . . .	3,478 08
Ferry expenses, . . . . .	23,415 61
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>126,881 64</b>
Taxes, . . . . .	11,023 41
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>137,905 05</b>

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Grading and masonry, . . . . .	\$25,140 67
Superstructure, including rails, . . . . .	8,050 14
Land, land damages and fences, . . . . .	2,853 88
Passenger and freight stations, wood-sheds, and water-stations, . . . . .	12,497 92
<b>TOTAL FOR CONSTRUCTION, . . . . .</b>	<b>48,542 61</b>
Locomotives (number, 1), . . . . .	6,474 65
Passenger, mail and baggage cars (number, 2), . . . . .	3,000 00
<b>TOTAL FOR EQUIPMENT, . . . . .</b>	<b>9,474 65</b>
Other expenditures charged to property account:	
Real estate, . . . . .	25,553 10
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>88,570 36</b>
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Real estate, . . . . .	\$2,395 20
<b>Total credits to property accounts, . . . . .</b>	<b>2,395 20</b>
<b>NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .</b>	<b>81,175 16</b>

**Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>		
Cost of road, . . . . .	\$662,577 84	
Cost of equipment, . . . . .	178,535 22	
Lands, . . . . .	71,260 42	
Ferry property, . . . . .	141,868 70	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$1,054,242 18</b>
Cash, . . . . .	\$2,329 38	
Bills receivable, . . . . .	1,000 00	
Materials and supplies, . . . . .	14,307 99	
Debit balances, . . . . .	4,863 34	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>22,500 71</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$1,076,742 89</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .	\$600,000 00	
Funded debt, . . . . .	350,000 00	
Unfunded debt, viz.:	58,180 11	
Interest unpaid, . . . . .	\$270 00	
Dividends unpaid, . . . . .	678 00	
Notes payable, . . . . .	40,000 00	
Vouchers and accounts, . . . . .	17,232 11	

Profit & Loss balance, . . . . .	\$68,562 78
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$1,076,742 89</b>

*Present or Contingent Liabilities not included in the Balance Sheet.*

Bonds guaranteed by this company or a lien on its road, viz. :  
 \$250,000 Boston, Winthrop & Shore R. R. 1st mortgage 5 per cent. 20-year bonds, dated Sept. 1, 1886.

<b>MILEAGE, TRAFFIC, ETC.</b>	
Passenger-train mileage, . . . . .	168,212
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	168,212
Other train mileage, . . . . .	8,886
TOTAL TRAIN MILEAGE, . . . . .	176,598
Number of season-ticket passengers, . . . . .	342,420
Number of local passengers (including season), . . . . .	1,951,571
Number of through passengers (to and from other roads), . . . . .	69,069
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	2,020,640
Local passenger mileage (local passengers carried one mile), . . . . .	10,439,201
Through passenger mileage (through passengers carried one mile), . . . . .	214,113
TOTAL PASSENGER MILEAGE, . . . . .	10,653,314
Average weight of passenger-trains (exclusive of passengers), . . . . .	75.75 tons.
Average number of cars in passenger-trains, . . . . .	8.52
Average number of persons employed, . . . . .	105
<b>DESCRIPTION OF ROAD</b>	
Main line of road from East Boston to Lynn, . . . . .	8.8 miles.
Main line of road in Massachusetts, . . . . .	8.8 "
Double track on main line, . . . . .	8.8 "
Same in Massachusetts, . . . . .	8.3 "
Total road belonging to this company, . . . . .	17.1 "
Sidings and other tracks not above enumerated, . . . . .	2.5 "
Same in Massachusetts, . . . . .	2.5 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK, . . . . .	19.6 "
Same in Massachusetts, . . . . .	19.6 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	17.1 "
[Weights per yard, 50 pounds.]	
Total miles of road operated by this company, . . . . .	8.8 "
Total miles of road operated by this company in Massachusetts, . . . . .	8.8 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	11
Number of telegraph offices in same, . . . . .	8
Number of stations on all roads owned by this company, . . . . .	11
Same in Massachusetts, . . . . .	11
<b>EQUIPMENT.</b>	
Number of locomotives, . . . . .	7
Number of passenger-cars, . . . . .	33
Number of freight-cars (basis of 8 wheels), . . . . .	4
Number of other cars, . . . . .	24

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Others, .	-	-	2	3	2	3	2	3

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*May 1, 1886.* — Thomas C. Tucker, walking on the track, was struck by locomotive and instantly killed.

*July 28.* — Arthur Robinson jumped off train before it stopped and fractured wrist.

*August 17.* — Matthew Ryan jumped from rear platform of moving train and received injuries causing death soon after.

*September 6.* — Walter Smith, while lying on or near the track near Crescent Beach station, was pushed aside by locomotive just starting from station. Injuries not serious.

*August 28.* — Willard Agnew, while running on track and trying to get to Beachmont station ahead of train, was struck on the head and seriously injured.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	34 tons.
Average weight of locomotives in working order, . . .	30 "
Maximum weight of passenger-cars, . . . . .	18 "
Average weight of passenger-cars, . . . . .	13 "
Average weight of 8-wheel box freight-cars, . . . . .	5 "
Average weight of 8-wheel platform-cars, . . . . .	4 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	30 feet.
Total length of heaviest engine and tender over all, . . . . .	39 "
Number of miles of telegraph owned by company, . . . . .	8
What telegraph companies own a line on your right of way, and how many miles does each own? New England Telephone & Telegraph Company; 6.5 miles.	

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . . . .	5
Number of spans of timber bridges of 25 feet and upwards, . . . . .	1
Number of crossings of highways at grade, . . . . .	12
Number of crossings of highways over railroad, . . . . .	3
Number of highway bridges less than 18 feet above track, . . . . .	1
Height of lowest bridge above rail, . . . . .	12 ft. 4 in.
Number of crossings at which gates or flagmen are maintained, . . . . .	7
Number of crossings at which there are neither signals nor flagmen, . . . . .	5
Number of railroad-crossings under other railroads (specifying each): . . . . .	1
Boston, Winthrop & Shore Railroad.	

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.1 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.9 "
Average rate of fare per mile for season-ticket passengers,	1.01 "
Average rate of fare per mile <i>received</i> from all passengers,	1.54 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	840,092
Passengers from Boston (including season),	823,184
Season-ticket passengers to and from Boston,	832,124
CAPITAL STOCK.	
Capital stock authorized by charter,	Unlimited.
Capital stock authorized by votes of company,	\$650,000 00
Capital stock issued (number of shares, 6,000); amount paid in,	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	600,000 00
Total number of stockholders,	341
Number of stockholders in Massachusetts,	318
Amount of stock held in Massachusetts,	\$540,700 00
DEBT.	
Funded debt, as follows:—	
Mortgage bonds, due 1897, rate of interest 6 per cent.,	\$350,000 00
Interest paid on same during year,	\$21,000 00

## NAME AND RESIDENCE OF OFFICERS.

Edwin Walden, *President*, Lynn, Mass. C. A. Hammond, *Superintendent*  
Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newton  
Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Walden, Lynn, Mass. Amos F. Breed, Lynn, Mass. D. H. Sweetser,  
Lynn, Mass. L. S. Judd, Fairhaven, Mass. Joseph W. Smith, Andover,  
Mass. Matthew Bolles, Boston, Mass. Edw. Tyler, Boston, Mass. I. P. T.  
Edmands, Boston, Mass. Jesse Tirrell, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH AND LYNN RAILROAD COMPANY,  
350 ATLANTIC AVENUE, BOSTON, MASS.

EDWIN WALDEN,  
AMOS F. BREED,  
EDW. TYLER,  
MATTHEW BOLLES,  
JOSEPH W. SMITH,  
ISAAC P. T. EDMANDS,  
*Directors.*  
JOHN A. FENNO,  
*Treasurer.*  
CHAS. A. HAMMOND,  
*Superintendent.*



COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1886. Then personally appeared John A. Fenno, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDW. TYLER,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1886. Then personally appeared Edwin Walden, Amos F. Breed, Edw. Tyler, Matthew Bolles, Joseph W. Smith, Isaac P. T. Edmands and Chas. A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN A. FENNO,  
*Justice of the Peace.*

## REPORT

OF THE

## BOSTON, WINTHROP &amp; SHORE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

## GENERAL EXHIBIT FOR THE YEAR.

Total income, . . . . .	\$17,540 07
Total expense (including taxes), . . . . .	12,148 22
Net income, . . . . .	5,396 85
Balance for the year (surplus), . . . . .	5,396 85
Balance at commencement of year (deficit), . . . . .	\$6,191 71
Add:—	
Sundry accounts settled, . . . . .	3,354 08
Sinking fund deposit, . . . . .	100 00
Discount on old bonds purchased, . . . . .	73,098 35
Deduct:—	
Bills due previous to Sept. 30, 1885, paid, . . . . .	3,188 82
Coupons due previous to Sept. 30, 1885, paid, . . . . .	866 00
Worthless accounts, . . . . .	1,111 65
Deposit to pay coupons of old bonds, . . . . .	2,319 00
Depreciation account, . . . . .	67,500 00
Balance at commencement of year as so changed, . . . . .	4,524 75
Balance Sept. 30, 1886 (surplus), . . . . .	772 10

## ANALYSIS OF EARNINGS.

From local passengers, . . . . .	\$11,624 17
through passengers (to and from other roads), . . . . .	5,612 40

TOTAL TRANSPORTATION EARNINGS, . . . . .	\$17,236 57
Income from all other sources, viz.: . . . . .	303 50
Rent, . . . . .	\$225 00
Miscellaneous, . . . . .	78 50

TOTAL INCOME FROM ALL SOURCES, . . . . .	\$17,540 07
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## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$1,008 34
Stationery and printing, . . . . .	256 35
Outside agencies and advertising, . . . . .	37 87
Contingencies and miscellaneous, . . . . .	589 12
Repairs of bridges (including culverts and cattle-guards), . . . . .	338 75
Repairs of buildings, . . . . .	237 01
Repairs of road-bed and track, . . . . .	2,380 20
Repairs of locomotives, . . . . .	665 96
Fuel for locomotives, . . . . .	1,591 88
Water supply, . . . . .	100 00
Oil and waste, . . . . .	156 64
Locomotive service, . . . . .	1,740 32
Repairs of passenger-cars, . . . . .	477 20
Passenger-train service, . . . . .	1,723 93
Passenger-train supplies, . . . . .	82 98
Agents and station service, . . . . .	548 81

TOTAL OPERATING EXPENSES, . . . . .	\$11,935 36
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Taxes, . . . . .		\$207 86
<b>TOTAL OPERATING EXPENSES AND TAXES,</b> . . . .		<b>\$12,143 23</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>		
Land, land damages, and fences, . . . . .		\$1,944 94
Engineering, agencies, salaries, and other expenses during construction, . . . . .		1,550 00
<b>TOTAL FOR CONSTRUCTION,</b> . . . . .		<b>\$3,394 94</b>
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS,</b> . . . .		<b>3,394 94</b>
<b>Property sold (or reduced in valuation on the books) and credited property accounts during the year:</b>		
Engine houses, . . . . .	\$3,185 42	
Machinery and tools, . . . . .	278 04	
Bridging, . . . . .	28,217 08	
Equipment, . . . . .	12,587 76	
Stations, . . . . .	9,100 51	
Interest during construction, . . . . .	20,627 31	
<b>Total credits to property accounts,</b> . . . . .		<b>68,996 12</b>
<b>NET REDUCTION OF PROPERTY ACCOUNT FOR THE YEAR,</b>		<b>65,601 18</b>
<b>Balance Sheet Sept. 30, 1886.</b>		
<b>ASSETS.</b>		
Cost of road, . . . . .	\$342,918 37	
Cost of equipment, . . . . .	6,500 00	
Lands in Revere and Winthrop, . . . . .	116,100 00	
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .		<b>\$465,518 37</b>
Cash, . . . . .	\$939 17	
Bills receivable, . . . . .	15,063 75	
Deposit to pay old bond and coupons, . . . . .	3,819 00	
Debit balances, . . . . .	450 81	
<b>TOTAL CASH ASSETS,</b> . . . . .		<b>19,672 73</b>
<b>TOTAL ASSETS,</b> . . . . .		<b>\$485,191 10</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .		\$274,600 00
Subscription to new stock, . . . . .		3,000 00
Funded debt, . . . . .		200,000 00
Unfunded debt, viz.: . . . . .		6,819 00
Old bonds, . . . . .	\$1,500 00	
Interest unpaid, . . . . .	2,319 00	
Notes payable, . . . . .	3,000 00	
<b>Profit &amp; Loss balance,</b> . . . . .		<b>772 10</b>
<b>TOTAL LIABILITIES,</b> . . . . .		<b>\$485,191 10</b>
<b>Present or Contingent Liabilities not included in the Balance Sheet.</b>		
<b>Other liabilities, viz.:</b>		
Unsettled land claims, . . . . .		\$4,000 00
<b>TOTAL (not included in Balance Sheet),</b> . . . . .		<b>\$4,000 00</b>

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	15,947
TOTAL TRAIN MILEAGE, . . . . .	15,947
Number of season-ticket passengers, . . . . .	46,540
Number of local passengers (including season), . . . . .	163,954
Number of through passengers (to and from other roads), . . . . .	69,069
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	233,023
Local passenger mileage (local passengers carried one mile), . . . . .	100,419
Through passenger mileage (through passengers carried one mile), . . . . .	432,226
TOTAL PASSENGER MILEAGE, . . . . .	532,645
Average number of persons employed, . . . . .	15
DESCRIPTION OF ROAD.	
Main line of road from Point Shirley to Point of Pines, . . . . .	6.41 miles.
Main line of road in Massachusetts, . . . . .	6.41 "
Branches owned by company, viz.:	
Ocean Spray to Winthrop Junction (single track), . . . . .	1.78 "
Crescent Beach to Revere Junction (single track), . . . . .	.46 "
Total length of branches owned by company, . . . . .	2.24 "
Total length of branches owned by company in Massachusetts, . . . . .	2.24 "
Total road belonging to this company, . . . . .	8.65 "
Sidings and other tracks not above enumerated, . . . . .	.81 "
Same in Massachusetts, . . . . .	.81 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	9.46 "
Same in Massachusetts, . . . . .	9.46 "
Total miles of road operated by this company, . . . . .	8.65 "
Total miles of road operated by this company in Massachusetts, . . . . .	8.65 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	6
Number of telegraph offices in same, . . . . .	1
EQUIPMENT.	
Number of locomotives, . . . . .	1
Number of passenger-cars, . . . . .	3
Number of other cars, . . . . .	5
GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . . . .	18 tons.
Average weight of locomotives in working order, . . . . .	18 "
Maximum weight of tenders full of fuel and water (water tank on top of boiler), . . . . .	
Maximum weight of passenger-cars, . . . . .	11 tons.
Average weight of passenger-cars, . . . . .	11 "
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	4
Number of crossings of highways at grade, . . . . .	8
Number of crossings of highways over railroad, . . . . .	1
Number of crossings at which gates or flagmen are maintained, . . . . .	6
Number of crossings at which there are neither signals nor flagmen, . . . . .	2
Number of railroad-crossings over other railroads (specifying each), . . . . .	1
Boston, Revere Beach & Lynn Railroad.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	3.92 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	3.18 "

Average rate of fare per mile for season-ticket passengers, .	2.26 cents.
Average rate of fare per mile <i>received</i> from all passengers, .	2.89 "
<b>RELATING TO PASSENGERS.</b>	
Passengers to Boston (including season), . . . .	110,775
Passengers from Boston (including season), . . . .	122,248
Season-ticket passengers to and from Boston, . . . .	46,540
<b>CAPITAL STOCK.</b>	
Capital stock authorized by votes of company, \$325,000 00	
Capital stock issued (number of shares, 2,746); amount paid in, . . . .	\$274,600 00
Capital stock paid in on shares not issued (number of shares 150), . . . .	3,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .</b>	<b>\$277,600 00</b>
Total number of stockholders, . . . . 51	
Number of stockholders in Massachusetts, . . . . 50	
Amount of stock held in Massachusetts, . . . . \$259,600 00	
<b>DEBT.</b>	
Funded debt as follows :—	
1st mortgage bonds due Sept. 1, 1906, rate of interest 5 per cent., . . . .	\$200,000 00

**NAME AND RESIDENCE OF OFFICERS.**

Edwin Walden, *President*, Lynn, Mass. C. A. Hammond, *Superintendent*, Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newton, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

Edwin Walden, Lynn, Mass. Amos F. Breed, Lynn, Mass. D. H. Sweetser, Lynn, Mass. L. S. Judd, Fairhaven, Mass. Joseph W. Smith, Andover, Mass. Matthew Bolles, Boston, Mass. Edw. Tyler, Boston, Mass. I. P. T. Edmands, Boston, Mass. Jesse Tirrell, Boston, Mass.

**PROPER ADDRESS OF THE COMPANY.**

BOSTON, WINTHROP & SHORE RAILROAD COMPANY,  
350 ATLANTIC AVENUE, BOSTON, MASS.

EDWIN WALDEN,  
AMOS F. BREED,  
EDW. TYLER,  
MATTHEW BOLLES,  
JOSEPH W. SMITH,  
ISAAC P. T. EDMANDS,  
*Directors.*  
JOHN A. FENNO,  
*Treasurer.*  
CHAS. A. HAMMOND,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1886. Then personally appeared John A. Fenno and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDW. TYLER,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1886. Then personally appeared Edwin Walden, Amos F. Breed, Edw. Tyler, Matthew Bolles, Joseph W. Smith, Isaac P. T. Edmands and Charles A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN A. FENNO,  
*Justice of the Peace.*

**REPORT**  
OF THE  
**CENTRAL MASSACHUSETTS RAILROAD COMPANY,**  
FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Lowell Railroad Company.]

LIABILITIES.	
Capital stock, . . . . .	\$7,254,094 00
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$7,254,094 00</b>

NOTE.—All the property, rights and franchises of the Massachusetts Central Railroad Company were sold by public auction, Sept. 1, 1883, under foreclosure of the mortgage dated Jan. 1, 1880, securing bonds to the amount of \$3,500,000, with the interest thereon; and the same were purchased, and are now held, by Messrs. Samuel N. Aldrich, Thomas H. Perkins, and Henry Woods, for and on behalf of the holders of such mortgage debt, in pursuance of chapter 64 of the Acts of the legislature of Massachusetts, for the year 1883, under which act the Central Massachusetts Railroad Company was organized Nov. 10, 1883. And the capital stock and scrip herein mentioned were issued in pursuance of section 3 of said act.

GEO. F. SEYMOUR,  
*Treasurer.*

CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$7,451,830 00
Capital stock authorized by votes of company, . . . . .	7,451,830 00
Capital stock issued (number of shares 72,235); amount paid in, . . . . .	\$7,223,500 00
Capital stock paid in on shares not issued (scrip), . . . . .	30,594 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .</b>	<b>7,254,094 00</b>
Total number of stockholders, . . . . .	1,277
Number of stockholders in Massachusetts, . . . . .	1,136
Amount of stock held in Massachusetts, . . . . .	\$6,972,500 00
Amount of scrip held in Massachusetts, . . . . .	27,254 00

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**NAME AND RESIDENCE OF OFFICERS.**

Samuel N. Aldrich, *President*, Marlborough, Mass. Thomas H. Perkins, *Vice-President*, Boston, Mass. George F. Seymour, *Treasurer and Clerk of Corporation*, Boston, Mass.

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**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

Samuel N. Aldrich, Marlborough, Mass. Thomas H. Perkins, Boston, Mass. Henry Woods, Boston, Mass. Lyman Hollingsworth, Cohasset, Mass. J. Edwin Smith, Worcester, Mass. William T. Parker, Boston, Mass. Moses W. Richardson, Boston, Mass. Ellsha S. Converse, Malden, Mass. Charles E. Sweet, Newton, Mass. William M. Gaylord, Northampton, Mass. Henry F. Hills, Amherst, Mass. Charles P. Darling, Newton, Mass.

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**PROPER ADDRESS OF THE COMPANY.**

CENTRAL MASSACHUSETTS RAILROAD COMPANY,  
BOSTON, MASS.

---

S. N. ALDRICH,  
WILLIAM T. PARKER,  
MOSES W. RICHARDSON,  
E. S. CONVERSE,  
HENRY WOODS,  
CHAS. E. SWEET,  
J. EDWIN SMITH,  
THOS. H. PERKINS,

*Directors.*

GEO. F. SEYMOUR,

*Treasurer.*

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**COMMONWEALTH OF MASSACHUSETTS.**

SUFFOLK, ss. Nov. 28, 1886. Then personally appeared Samuel N. Aldrich, William T. Parker, Moses W. Richardson, Ellsha S. Converse, Henry Woods, Charles E. Sweet, J. Edwin Smith, Thomas H. Perkins and George F. Seymour, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. S. LINCOLN,

*Justice of the Peace.*



# REPORT

## OF THE

### CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$628,072 45
Total expense (including taxes), . . . . .	393,633 63
Net income, . . . . .	234,438 82
Rentals: . . . . .	51,727 95
Vermont & Massachusetts R. R., . . . . .	\$51,000 00
Monadnock R. R., . . . . .	727 95
Interest accrued during year: . . . . .	48,000 00
On funded debt, . . . . .	\$48,000 00
Dividends declared (5 per cent.), . . . . .	105,000 00
Balance for the year (surplus), . . . . .	29,710 87
Balance at commencement of year, . . . . .	65,590 90
Balance Sept. 30, 1886 (surplus), . . . . .	95,301 77
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$41,821 25
through passengers (to and from other roads), . . . . .	116,888 48
express and extra baggage, . . . . .	7,500 00
mails, . . . . .	9,485 44
other sources, passenger department, . . . . .	7,500 00
Total earnings from freight department, . . . . .	183,195 17
From local freight, . . . . .	29,220 16
through freight (to and from other roads), . . . . .	383,415 43
Total earnings from freight department, . . . . .	412,635 59
TOTAL TRANSPORTATION EARNINGS, . . . . .	595,830 76
Income from all other sources, viz.: . . . . .	32,241 69
Rents of land, buildings, shopwork, sales, etc., . . . . .	\$21,665 02
Interest, . . . . .	10,576 67
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$628,072 45
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$15,829 86
Legal expenses, . . . . .	309 15
Insurance, . . . . .	1,945 21
Stationery and printing, . . . . .	2,573 40
Outside agencies and advertising, . . . . .	3,367 96
Contingencies and miscellaneous, . . . . .	1,741 52
Repairs of bridges (including culverts and cattle-guards), . . . . .	1,243 12
Repairs of buildings, . . . . .	8,219 41
Repairs of fences, road-crossings and signs, . . . . .	1,254 81
Renewal of rails, . . . . .	5,910 90
[Number tons steel laid, 205.] . . . . .	
Renewal of ties, . . . . .	6,767 26
[Number laid, 19,708.] . . . . .	
Repairs of road-bed and track, . . . . .	31,088 87
Repairs of locomotives, . . . . .	33,663 68

Fuel for locomotives, [Tons of coal, 17,849; cords of wood, 1,281.]	\$82,547 85
Water supply,	558 44
Oil and waste,	5,706 95
Locomotive service,	84,020 65
Repairs of passenger-cars,	10,940 62
Passenger-train service,	10,110 28
Passenger-train supplies,	1,882 05
Mileage passenger-cars,	2,338 58
Repairs of freight-cars,	17,689 36
Freight-train service,	26,299 74
Freight-train supplies,	1,594 87
Mileage freight-cars,	22,595 63
Telegraph expenses,	3,554 44
Loss and damage, property and cattle,	179 26
Personal injuries,	174 00
Agents and station service,	80,480 85
Station supplies,	6,462 36
<b>TOTAL OPERATING EXPENSES,</b>	<b>\$370,546 08</b>
Taxes,	23,087 55
<b>TOTAL OPERATING EXPENSES AND TAXES,</b>	<b>\$393,633 63</b>

# Balance Sheet, Sept. 30, 1886.

## ASSETS.

Cost of road,	\$2,395,268 94	
Cost of equipment,	322,266 32	
<b>TOTAL PERMANENT INVESTMENTS,</b>		<b>\$2,717,535 26</b>
Cash,	\$60,433 63	
Bills receivable,	222,784 06	
Due from agents and companies,	106 26	
Materials and supplies,	98,791 56	
<b>TOTAL CASH ASSETS,</b>		<b>382,065 51</b>
<b>TOTAL ASSETS,</b>		<b>\$3,099,600 77</b>

## LIABILITIES.

Capital stock,	\$2,153,300 00	
Funded debt,	800,000 00	
Unfunded debt, viz.:	50,999 00	
Interest unpaid (including bond coupons due Jan. 1, 1887),	\$25,530 00	
Dividends unpaid,	469 00	
Notes payable,	25,000 00	
<b>Profit &amp; Loss balance,</b>		<b>95,801 77</b>
<b>TOTAL LIABILITIES,</b>		<b>\$3,099,600 77</b>

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	169,015
Freight-train mileage,	404,805
<b>TOTAL REVENUE-TRAIN MILEAGE,</b>	<b>573,820</b>
Switching-train mileage,	45,543
Other train mileage,	11,907
<b>TOTAL TRAIN MILEAGE,</b>	<b>631,270</b>

Number of season-ticket passengers, . . . . .	4,506
Number of local passengers (including season), . . . . .	83,291
Number of through passengers (to and from other roads), . . . . .	89,921
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	178,213
Local passenger mileage (local passengers carried one mile), . . . . .	1,451,336
Through passenger mileage (through passengers carried one mile), . . . . .	8,688,181
TOTAL PASSENGER MILEAGE, . . . . .	5,139,517
Number tons local freight, . . . . .	44,401
Number tons through freight (to and from other roads), . . . . .	567,497
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	611,898
Local freight mileage (tons local freight carried one mile), . . . . .	1,211,122
Through freight mileage (tons through freight carried one mile), . . . . .	82,119,140
TOTAL FREIGHT MILEAGE, . . . . .	83,330,262
Average weight of passenger-trains (exclusive of passengers), . . . . .	90 tons.
Average number of cars in passenger-trains, . . . . .	5
Average weight of freight-trains (exclusive of freight), . . . . .	800 tons.
Average number of cars in freight-train, . . . . .	30
Average number of persons employed, . . . . .	330
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from Bellows Falls, Vt., to South Ashburnham, Mass., . . . . .	53.62 miles.
Main line of road in Massachusetts, . . . . .	10.81 "
Main line of road in New Hampshire, . . . . .	42.81 "
Total road belonging to this company, . . . . .	53.62 "
Sidings and other tracks not above enumerated, . . . . .	17.01 "
Same in Massachusetts, . . . . .	3.17 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	70.63 "
Same in Massachusetts, . . . . .	13.98 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	53.62 "
[Weights per yard, 60 and 72 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Monadnock Railroad, length, . . . . .	15.82 miles.
Joint use of Fitchburg Railroad between Ashburnham Junction and Fitchburg, length, . . . . .	10.39 "
Total length of above roads, . . . . .	26.21 "
Total length of above roads in Massachusetts, . . . . .	12.46 "
Total length of above roads in other States (specifying each): New Hampshire, . . . . .	13.75 "
Total miles of road operated by this company, . . . . .	64.01 "
Total miles of road operated by this company in Massachusetts, . . . . .	21.20 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	7
Number of telegraph offices in same, . . . . .	7
Number of stations on all roads owned by this company, . . . . .	16
Same in Massachusetts, . . . . .	8
<b>EQUIPMENT.</b>	
Number of locomotives, . . . . .	30
Number of passenger-cars, . . . . .	25
Number of baggage, mail and express cars, . . . . .	11
Number of freight-cars (basis of 8 wheels), . . . . .	453
Number of other cars, . . . . .	32

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		* TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Others, .	-	-	1	-	1	-	2	2

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 26, 1885. — James Murphy, walking upon track at North Ashburnham, struck by freight-train and killed.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	48 tons.
Average weight of locomotives in working order, . . .	34 "
Maximum weight of tenders full of fuel and water, . . .	25 "
Average weight of tenders full of fuel and water, . . .	19 "
Maximum weight of passenger-cars, . . .	20 "
Average weight of passenger-cars, . . .	18 "
Average weight of mail and baggage-cars, . . .	13½ "
Average weight of 8-wheel box freight-cars, . . .	9½ "
Average weight of 8-wheel platform cars, . . .	7½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46½ feet.
Total length of heaviest engine and tender over all, . . .	55 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union, whole road, . . .	53.62 miles.
Number of miles of road operated by your company not furnished with telegraph facilities: From Peterborough, N. H., to Winchendon, Mass., . . .	15.82 "
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes. If so, state at what rates; the number of tons carried; and the amount credited to earnings: ¼ cent per ton per mile, 18,450 tons — \$3,675.50.	
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards,*	5
Aggregate length of same for single track (291 feet).	
Number of crossings of highways at grade,* . . .	9
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . .	8
Number of railroad-crossings at grade (specifying each):* Ware River, . . .	1

\* In Massachusetts, on miles road owned.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.5 cents
Average rate of fare per mile received from passengers to and from other roads,	3.2 "
Average rate of fare per mile for season-ticket passengers,	1.5 "
Average rate of fare per mile received from all passengers,	3.1 "
Average rate of local freight per ton per mile,	5.0 "
Average rate of freight per ton per mile received from freight to and from other roads,	1.193 "
Average rate of freight per ton per mile received from all freight,	1.238 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$2,250,000 00
Capital stock authorized by votes of company,	2,153,300 00
Capital stock issued (number of shares, 21,533); amount paid in,	\$2,153,300 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,153,300 00
Total number of stockholders,	452
Number of stockholders in Massachusetts,	336
Amount of stock held in Massachusetts,	\$1,645,000 00
DEBT.	
Funded debt as follows:—	
Bonds due July 1, 1896, rate of interest 6 per cent.,	\$250,000 00
Interest paid on same during year,	\$15,000 00
Bonds due July 1, 1898, rate of interest, 6 per cent.,	550,000 00
Interest paid on same during year,	\$38,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$800,000 00

## NAME AND RESIDENCE OF OFFICERS.

Wm. A. Russell, *President*, Lawrence, Mass. Edward C. Thayer, *Vice-President*, Keene, N. H. R. Stewart, *General Manager*, Keene, N. H. J. W. Dodge, *General Freight Agent*, Keene, N. H. F. H. Kingsbury, *General Passenger Agent and Treasurer*, Keene, N. H. R. Stewart, *Clerk of Corporation*, Keene, N. H.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. A. Russell, Lawrence, Mass. Edward C. Thayer, Keene, N. H. Geo. W. Russell, Lawrence, Mass. A. B. Turner, Ashuelot, N. H. R. M. Pulster, Newton, Mass. Wm. H. Hill, Jr., Brookline, Mass. H. W. Suter, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.  
CHESHIRE RAILROAD COMPANY, KEENE, N. H.

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WM. A. RUSSELL,  
EDWARD C. THAYER,  
G. W. RUSSELL,  
W. H. HILL, JR., *Directors.*  
F. H. KINGSBURY, *Treasurer.*  
R. STEWART, *Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1886. Then personally appeared Wm. A. Russell, Edward C. Thayer, G. W. Russell, Wm. H. Hill, Jr., F. H. Kingsbury, R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2D.,  
*Justice of the Peace.*

# REPORT OF THE CHELSEA BEACH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is virtually owned by the Eastern Railroad Company, and its operations are included in the report of the Boston & Maine Railroad.]

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$38,310 52
<b>TOTAL ASSETS, . . . . .</b>	<b>\$38,310 52</b>
LIABILITIES.	
Capital stock, . . . . .	\$21,000 00
Unfunded debt, viz. : . . . . .	17,310 52
Vouchers and accounts, . . . . . \$17,310 52	
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$38,310 52</b>
DESCRIPTION OF ROAD.	
Main line of road from Oak Island to Saugus River Junction, . . . . .	1.78 miles.
Main line of road in Massachusetts, . . . . .	1.78 "
Total road belonging to this company, . . . . .	1.78 "
Sidings and other tracks not above enumerated, . . . . .	.54 "
Same in Massachusetts, . . . . .	.54 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>2.32 "</b>
Same in Massachusetts, . . . . .	2.32 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	.38 "
[Weights per yard, 58 pounds.]	
Number of stations on all roads owned by this company, . . . . .	1
Same in Massachusetts, . . . . .	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	2
Aggregate length of same for single track (872 feet). . . . .	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	1
Aggregate length of same for single track (27 feet). . . . .	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . . \$10,000 00	
Capital stock authorized by votes of company, . . . . . 21,000 00	
Capital stock issued (number of shares, 210); amount paid in, . . . . .	\$21,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .</b>	<b>21,000 00</b>
Total number of stockholders, . . . . .	1
Number of stockholders in Massachusetts, . . . . .	1
Amount of stock held in Massachusetts, . . . . . \$21,000 00	

## NAME AND RESIDENCE OF OFFICERS.

Arthur Sewall, *President*, Bath, Me. Edward Lesley, *Auditor*, Newburyport, Mass. N. G. Chapin, *Treasurer*, Brookline, Mass. F. I. Amory, *Clerk of Corporation*, Boston, Mass.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. Sam'l C. Lawrence, Medford, Mass. Geo. S. Morrison, New York, N. Y. Richard Olney, Boston, Mass. Jacob C. Rogers, Boston, Mass. Arthur Sewall, Bath, Me. Francis I. Amory, Boston, Mass. Thos. W. Hyde, Bath, Me. Charles Houghton, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

CHELSEA BEACH RAILROAD COMPANY,  
BOSTON, MASS.

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ARTHUR SEWALL,

*President.*

JACOB C. ROGERS,

RICHARD OLNEY,

SAMUEL C. LAWRENCE,

FRANCIS I. AMORY,

CHS. HOUGHTON,

*Majority of Directors.*

N. G. CHAPIN,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 24, 1886. Then personally appeared Messrs. J. C. Rogers, Richard Olney, S. C. Lawrence, F. I. Amory and C. Houghton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

N. G. CHAPIN,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 26, 1886. Then personally appeared N. G. Chapin, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. E. A. BARTLETT,

*Justice of the Peace.*



# REPORT

## OF THE

### CONNECTICUT RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$914,801 39
Total expense (including taxes), . . . . .	644,588 65
Net income, . . . . .	270,212 74
Rentals: . . . . .	22,760 42
Ashuelot Railroad Company, . . . . .	\$18,863 08
Troy and Greenfield Railroad Company, . . . . .	564 02
Boston and Albany Railroad Company, . . . . .	3,338 32
Interest accrued during year: . . . . .	27,901 73
On other debt, . . . . .	\$27,901 73
Dividends declared (8 per cent.), . . . . .	189,600 00
Balance for the year (surplus), . . . . .	29,950 59
Balance at commencement of year, . . . . .	\$976,828 82
Deduct: . . . . .	
One-half of semi-annual dividend No. 74, payable on Jan. 1, 1886, . . . . .	\$47,400 00
Sundry vouchers, . . . . .	1,004 80
	\$48,404 80
Balance at commencement of year as so changed, . . . . .	928,424 02
Balance Sept. 30, 1886 (surplus), . . . . .	958,374 61
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$273,722 48
through passengers (to and from other roads), . . . . .	110,705 69
express and extra baggage, . . . . .	18,160 67
mails, . . . . .	11,237 80
Total earnings from passenger department, . . . . .	413,826 64
local freight, . . . . .	152,231 57
through freight (to and from other roads), . . . . .	318,285 57
Total earnings from freight department, . . . . .	465,517 14
TOTAL TRANSPORTATION EARNINGS, . . . . .	879,343 78
Income from all other sources, viz.: . . . . .	35,457 61
Rents, . . . . .	\$7,151 98
Rent of equipment, . . . . .	9,735 62
Interest, . . . . .	18,570 01
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$914,801 39

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$23,499 82
Legal expenses, . . . . .	817 06
Insurance, . . . . .	2,359 28
Stationery and printing, . . . . .	6,674 98
Outside agencies and advertising, . . . . .	2,035 04
Contingencies and miscellaneous, . . . . .	4,970 18
Repairs of bridges (including culverts and cattle-guards), . . . . .	19,019 69
Repairs of buildings, . . . . .	70,842 53
Repairs of fences, road-crossings and signs, . . . . .	3,111 55
Renewal of rails, . . . . .	10,558 87
[Number tons steel laid, 515,850.]	
Renewal of ties, . . . . .	23,017 31
[Number laid, 54,485.]	
Repairs of road-bed and track, . . . . .	89,217 97
Repairs of locomotives, . . . . .	24,180 46
Fuel for locomotives, . . . . .	66,642 98
[Tons of coal, 13,954; cords of wood, 774.]	
Water-supply, . . . . .	2,305 55
Oil and waste, . . . . .	3,616 92
Locomotive service, . . . . .	40,625 58
Repairs of passenger-cars, . . . . .	18,695 44
Passenger-train service, . . . . .	23,823 13
Passenger-train supplies, . . . . .	1,609 70
Repairs of freight-cars, . . . . .	23,656 87
Freight-train service, . . . . .	23,572 05
Freight-train supplies, . . . . .	671 79
Mileage freight-cars, . . . . .	4,272 51
Telegraph expenses, . . . . .	1,556 42
Loss and damage, freight and baggage, . . . . .	3,412 54
Loss and damage, property and cattle, . . . . .	716 41
Personal injuries, . . . . .	1,980 65
Agents and station service, . . . . .	70,654 18
Station supplies, . . . . .	6,851 87
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$579,913 68</b>
<b>Taxes, . . . . .</b>	<b>64,674 97</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$644,588 65</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Grading and masonry, . . . . .	\$3,262 35
Bridging, . . . . .	5,774 85
Superstructure, including rails, . . . . .	919 50
Land, land damages and fences, . . . . .	4,632 27
<b>TOTAL FOR CONSTRUCTION, . . . . .</b>	<b>14,588 97</b>
Locomotives (number, 1), . . . . .	7,631 00
Passenger, mail and baggage cars (number, 3), . . . . .	12,943 05
<b>TOTAL FOR EQUIPMENT, . . . . .</b>	<b>20,574 05</b>
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>35,163 02</b>
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Reduction in construction accounts, . . . . .	\$60,612 46
<b>Total credits to property accounts, . . . . .</b>	<b>60,612 46</b>
<b>NET REDUCTION OF PROPERTY ACCOUNT FOR THE YEAR, . . . . .</b>	<b>25,449 44</b>

## Balance Sheet, Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$2,941,097 06	
Cost of equipment, . . . . .	410,441 55	
Stock of Vermont Valley R.R. Co. of 1871, . . . . .	99,610 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$3,451,148 61</b>
Cash, . . . . .	\$28,528 56	
Bills receivable, . . . . .	71,495 89	
Due from agents and companies, . . . . .	486,537 80	
Materials and supplies, . . . . .	85,047 00	
Debit balances, . . . . .	17,981 86	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>639,590 61</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$4,090,739 22</b>
LIABILITIES.		
Capital stock, . . . . .	\$2,370,000 00	
Unfunded debt, viz.: . . . . .	762,364 61	
Dividends unpaid, . . . . .	\$48,006 00	
Notes payable, . . . . .	500,000 00	
Vouchers and accounts, . . . . .	214,358 61	
Profit & Loss balance, . . . . .		958,374 61
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$4,090,739 22</b>
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Bonds guaranteed by this company or a lien on its road, viz.: Interest guaranteed on \$80,000 of stock of the Vermont Valley Railroad Company of 1871.		
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .		333,841
Freight-train mileage, . . . . .		147,280
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>		<b>481,121</b>
Switching-train mileage, . . . . .		100,144
Other train mileage, . . . . .		18,619
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>599,884</b>
Number of season-ticket passengers, . . . . .		311,340
Number of local passengers (including season), . . . . .		1,369,365
Number of through passengers (to and from other roads), . . . . .		161,843
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>1,531,208</b>
Local passenger mileage (local passengers carried one mile), . . . . .		11,967,103
Through passenger mileage (through passengers carried one mile), . . . . .		3,921,045
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>15,888,148</b>
Number tons local freight, . . . . .		210,280
Number tons through freight (to and from other roads), . . . . .		461,559
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>		<b>671,839</b>
Local freight mileage (tons local freight carried one mile), . . . . .		3,568,666
Through freight mileage (tons through freight carried one mile), . . . . .		12,999,147
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>		<b>16,567,813</b>
Average weight of passenger-trains (exclusive of passengers), . . . . .		184,000 lbs.
Average number of cars in passenger-trains, . . . . .		4
Average weight of freight-trains (exclusive of freight), . . . . .		600,000 lbs.
Average number of cars in freight-train, . . . . .		80
Average number of persons employed, . . . . .		586

DESCRIPTION OF ROAD.	
Main line of road from Springfield, Mass., to South Vernon, Vt., . . . . .	50.00 miles.
Main line of road in Massachusetts, . . . . .	50.00 "
Double track on main line, . . . . .	36.00 "
Same in Massachusetts, . . . . .	36.00 "
Branches owned by company, viz. :	
Chicopee to Chicopee Falls (single track), . . . . .	2.85 "
Mount Tom to Easthampton (single track), . . . . .	3.50 "
Total length of branches owned by company, . . . . .	5.85 "
Total length of branches owned by company in Massachusetts, . . . . .	5.85 "
Total road belonging to this company, . . . . .	55.85 "
Sidings and other tracks not above enumerated, . . . . .	41.44 "
Same in Massachusetts, . . . . .	41.44 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	133.29 "
Same in Massachusetts, . . . . .	133.29 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	124.03 "
[Weights per yard, 56 and 66 pounds.]	
Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.	
Ashuelot Railroad, length, . . . . .	24.00 miles.
Total length of above road, . . . . .	24.00 "
Total length of above road in Massachusetts, . . . . .	.0757+ "
Total length of above road in other States (specifying each), . . . . .	23.9242+ "
Vermont, . . . . .	0.71 "
New Hampshire, . . . . .	23.2142+ "
Total miles of road operated by this company, . . . . .	79.85 "
Total miles of road operated by this company in Massachusetts, . . . . .	55.9257+ "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	19
Number of telegraph offices in same, . . . . .	11
Number of stations on all roads owned by this company, . . . . .	20
Same in Massachusetts, . . . . .	19
EQUIPMENT.	
Number of locomotives,* . . . . .	43
Number of passenger-cars, . . . . .	35
Number of baggage-cars, . . . . .	3
Number of freight-cars (basis of 8 wheels), . . . . .	456
Number of other cars, . . . . .	47
Number of combination cars, . . . . .	15

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2	-	2
Employees, . . . . .	-	1	1	4	1	5	1	5
Others, . . . . .	-	-	-	-	-	-	-	-

\* Including ten leased, under contract of sale, to the Vermont Valley Railroad Company of 1871.

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*November 2, 1885.* — Felix Mayo, brakeman on train number 21, was hit by a crossing sign-post between Deerfield and Cheapside Bridge, and thrown from freight-car on which he was sitting, disabling him about two weeks. The earth about the sign-post had been partly washed away by a heavy rain.

*November 12.* — O. Dickinson, station-agent at Bernardston, received a slight scalp-wound while standing too near the cars in the act of throwing a switch.

*November 24.* — Mrs. Quartus P. Lyman fell in leaving the cars at Mount Tom station. She was ill a number of weeks.

*November 30.* — John Cain, brakeman on switch-train in the Greenfield yard, stepped in front of engine on train number 20, was struck in the back and knocked down and slightly injured.

*December 3.* — Chas. Fisher, brakeman on train number 2, while coupling cars with a wet glove on his hand which adhered to the shackle, was injured on his hand and lost one finger.

*December 4.* — Patrick Sheehan, brakeman on a gravel-train, was sent to flag the down train in the Springfield yard, due at Springfield at six o'clock p. m. When called in by the whistle he was on a side track, but he immediately stepped on to the up main track in front of the Brightwood special, was struck by the engine, and died that night from his injuries.

*July 17, 1886.* — John Corbett, a passenger, jumped from the Montreal night express while it was passing Chicopee Junction station, at which place it does not stop. He landed with great force upon the ground, dislocated one shoulder, broke one finger and bruised his face.

*September 14.* — H. G. Rennie, brakeman on switch-train in Holyoke yard, had his hand jammed uncoupling cars. No bones broken, but he is yet unable to work.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	88,940 lbs.
Average weight of locomotives in working order, . . .	63,581 "
Maximum weight of tenders full of fuel and water, . . .	60,280 "
Average weight of tenders full of fuel and water, . . .	42,400 "
Maximum weight of passenger-cars, . . .	51,400 "
Average weight of passenger-cars, . . .	42,956 "
Average weight of mail and baggage cars, . . .	44,488 "
Average weight of 8-wheel box freight-cars, . . .	21,000 "
Average weight of 8-wheel platform-cars, . . .	17,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 ft. 9 in.
Total length of heaviest engine and tender over all, . . .	53 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union.	
Are charges for the transportation of company's supplies included in the earnings as reported for year read? Yes.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings. One-fourth of fourth class.	

## BRIDGES.

Number of spans of stone bridges of 25 feet and upwards, . . .	2
Number of spans of iron bridges of 25 feet and upwards, . . .	15
Number of spans of timber bridges of 25 feet and upwards, . . .	11
Number of crossings of highways at grade, . . . . .	50
Number of crossings of highways over railroad, . . . . .	6
Number of crossings of highways under railroad, . . . . .	5
Number of highway bridges 18 feet above track, . . . . .	6
Height of lowest bridge above the rail, . . . . .	18 feet.
Number of crossings at which gates or flagmen are maintained, . . . . .	5
Number of crossings at which electric signals are maintained, . . . . .	3
Number of crossings at which there are neither signals nor flagmen, . . . . .	42
Number of railroad-crossings at grade (specifying each): . . .	1
Fitchburg Railroad, at Cheapside.	
Number of railroad-crossings over other railroads (specifying each): . . . . .	2
One at Holyoke.	
One at Deerfield.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	2.28 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	2.82 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.73 "
Average rate of fare per mile received from all passengers, . . . . .	2.42 "
Average rate of local freight per ton per mile, . . . . .	4.27 "
Average rate of freight per ton per mile received from freight to and from other roads, . . . . .	2.39 "
Average rate of freight per ton per mile received from all freight, . . . . .	2.81 "

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$2,370,000 00
Capital stock authorized by votes of company, . . . . .	2,370,000 00
Capital stock issued (number of shares, 23,700); amount paid in, . . . . .	\$2,370,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	2,370,000 00
Total number of stockholders, . . . . .	928
Number of stockholders in Massachusetts, . . . . .	748
Amount of stock held in Massachusetts, . . . . .	\$1,905,600 00

## NAME AND RESIDENCE OF OFFICERS.

N. A. Leonard, *President*, Springfield, Mass. W. G. McIntyre, *Auditor*, Springfield, Mass. J. Mulligan, *Superintendent*, Springfield, Mass. H. E. Howard, *General Freight Agent*, Springfield, Mass. E. C. Watson, *General Ticket Agent*, Springfield, Mass. Seth Hunt, *Treasurer and Clerk of Corporation*, Springfield, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

N. A. Leonard, Springfield, Mass. Oscar Edwards, Northampton, Mass. W. B. Washburn, Greenfield, Mass. Charles S. Sargent, Brookline, Mass. William R. Cone, Hartford, Conn. A. B. Harris, Springfield, Mass. Frederick Billings, Woodstock, Vt. Augustus T. Perkins, Barnstable, Mass. William Whiting, Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY.  
THE CONNECTICUT RIVER RAILROAD COMPANY,  
SPRINGFIELD, HAMPDEN COUNTY, MASS.

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N. A. LEONARD,  
OSCAR EDWARDS,  
C. S. SARGENT,  
WM. WHITING,  
W. B. WASHBURN,  
A. B. HARRIS,

*Directors.*

SETH HUNT,

*Treasurer.*

J. MULLIGAN,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 1, 1886. Then personally appeared N. A. Leonard, Oscar Edwards, C. S. Sargent, William Whiting, W. B. Washburn, A. B. Harris, Seth Hunt and J. Mulligan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. E. FRINK,

*Justice of the Peace.*

## REPORT

OF THE

## DANVERS RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Maine Railroad. Its operations are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$244,456 02
<b>TOTAL ASSETS, . . . . .</b>	<b>\$244,456 02</b>
LIABILITIES.	
Capital stock, . . . . .	\$67,500 00
Funded debt, . . . . .	150,000 00
Unfunded debt, viz.: . . . . .	26,956 02
Vouchers and accounts, . . . . .	\$26,956 02
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$244,456 02</b>
DESCRIPTION OF ROAD.	
Main line of road from Wakefield Junction to Danvers, . . . . .	9.259 miles.
Main line of road in Massachusetts, . . . . .	9.259 "
Total road belonging to this company, . . . . .	9.259 "
Sidings and other tracks not above enumerated, . . . . .	1.289 "
Same in Massachusetts, . . . . .	1.289 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>10.548 "</b>
Same in Massachusetts, . . . . .	10.548 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	5.705 "
[Weights per yard, 60 pounds.]	
Number of stations on all roads owned by this company, . . . . .	8
Same in Massachusetts, . . . . .	8
BRIDGES.	
Number of crossings of highways at grade, . . . . .	20
Number of crossings of highways over railroad, . . . . .	1
Number of crossings of highways under railroad, . . . . .	2
Number of highway bridges less than 18 feet above track, . . . . .	1
Height of lowest bridge above the rail, . . . . .	15 feet.
Number of crossings at which gates or flagmen are maintained, . . . . .	6
Number of crossings at which electric signals are maintained, . . . . .	1



Number of crossings at which there are neither signals nor flagmen, . . . . .	13
Number of railroad-crossings at grade (specifying each): . .	2
Salem & Lowell Railroad at West Peabody.	
Eastern Division Boston & Maine Railroad at Danvers.	
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$100,000 00
Capital stock authorized by votes of company, . . . . .	100,000 00
Capital stock issued (number of shares, 583); amount paid in, . . . . .	\$58,300 00
Capital stock paid in on shares not issued, . . . . .	9,200 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . . . .	67,500 00
Total number of stockholders, . . . . .	48
Number of stockholders in Massachusetts, . . . . .	46
Amount of stock held in Massachusetts, . . . . .	\$45,500 00
<b>DEBT.</b>	
Funded debt, as follows:—	
Bonds due, . . . . .	\$150,000 00

#### NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. William Merritt, Jr., *Superintendent*, Boston, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Malden, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

#### NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Jas. R. Nichols, Haverhill, Mass. Nathaniel G. White,\* Lawrence, Mass. Amos Paul, So. Newmarket, N. H. Nathaniel J. Bradlee, Boston, Mass. Wm. S. Stevens, Dover, N. H.

#### PROPER ADDRESS OF THE COMPANY.

DANVERS RAILROAD, BOSTON, MASS.

GEORGE C. LORD,  
NATH. J. BRADLEE,  
AMOS PAUL,  
JAMES R. NICHOLS,  
WM. S. STEVENS,  
*Directors.*  
AMOS BLANCHARD,  
*Treasurer.*  
JAS. T. FURBER,  
*General Manager.*

\* Deceased.

## - COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 17, 1886. Then personally appeared George C. Lord, Nath'l J. Bradlee, Amos Paul, James R. Nichols, Wm. S. Stevens, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L B. HILDRETH,

*Justice of the Peace.*

## REPORT

OF THE

## DORCHESTER &amp; MILTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Old Colony Railroad Company, and its earnings and expenses are included in the accounts of that company.]

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$136,372 77
<b>TOTAL ASSETS, . . . . .</b>	<b>\$136,372 77</b>
LIABILITIES.	
Capital stock, . . . . .	\$73,340 00
Unfunded debt, viz. : . . . . .	58,448 07
Vouchers and accounts, . . . . .	\$58,448 07
Profit & Loss balance, . . . . .	4,584 70
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$136,372 77</b>
DESCRIPTION OF ROAD.	
Main line of road from Dorchester to Milton, . . . . .	3.30 miles.
Main line of road in Massachusetts, . . . . .	3.30 "
Sidings and other tracks not above enumerated, . . . . .	.45 "
Same in Massachusetts, . . . . .	.45 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>3.75 "</b>
Same in Massachusetts, . . . . .	3.75 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	3.75 "
Number of stations on all roads owned by this company, . . . . .	5
Same in Massachusetts, . . . . .	5
BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	2
Aggregate length of same for single track (94 feet). . . . .	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	2
Aggregate length of same for single track (86 feet). . . . .	
Number of crossings of highways at grade, . . . . .	4
Number of crossings of highways over railroad, . . . . .	2
Number of highway bridges 18 feet above track, . . . . .	2
Height of lowest bridge above the rail, . . . . .	14 ft. 4 in.
Number of crossings at which gates or flagmen are maintained, . . . . .	2
Number of crossings at which there are neither signals nor flagmen, . . . . .	2

CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$130,000 00	
Capital stock authorized by votes of company . . .	73,300 00	
Capital stock issued (number of shares, 738); amount paid in, . . .		\$73,340 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .		73,340 00
Total number of stockholders, . . .	50	
Number of stockholders in Massachusetts, . . .	50	
Amount of stock held in Massachusetts, . . .	\$73,340 00	

## NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. Uriel Crocker, Boston, Mass. William J. Rotch, New Bedford, Mass. N. T. Safford, Milton, Mass. Royal W. Turner, Randolph, Mass.

## PROPER ADDRESS OF THE COMPANY.

DORCHESTER & MILTON RAILROAD COMPANY,  
P. O. Box 379, BOSTON, MASS.

CHARLES F. CHOATE,  
FRED'K L. AMES,  
W. J. ROTCH,  
ROYAL W. TURNER,  
URIEL CROCKER,  
*Directors.*  
JOHN M. WASHBURN,  
*Treasurer.*  
J. R. KENDRICK,  
*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 29, 1886. Then personally appeared Charles F. Choate, Frederick L. Ames, William J. Rotch, Royal W. Turner, Uriel Crocker, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,  
*Justice of the Peace.*

**REPORT**  
OF THE  
**EASTERN RAILROAD COMPANY,**  
FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$1,294,411 58
Total expense (including taxes), . . . . .	9,859 63
Net income, . . . . .	1,284,551 95
Interest accrued during year: . . . . .	850,481 46
On funded debt, . . . . .	\$793,452 19
On other debt, . . . . .	56,979 27
Balance for the year (surplus), . . . . .	434,120 49
Balance at commencement of year, . . . . .	\$351,668 36
Deduct:	
For items transferred to profit and loss account during the year, . . . . .	83,721 81
Balance at commencement of year, as so changed, . . . . .	267,946 55
Balance Sept. 30, 1886 (surplus), . . . . .	702,067 04
ANALYSIS OF EARNINGS.	
Rents for use of road, . . . . .	\$1,293,387 24
Income from all other sources, viz.: . . . . .	1,024 34
Interest received, . . . . .	\$1,024 34
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$1,294,411 58</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$5,000 00
Contingencies and miscellaneous, . . . . .	4,859 63
<b>TOTAL EXPENSES, . . . . .</b>	<b>\$9,859 63</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$14,497,655 26
Cost of equipment, . . . . .	1,447,828 49
Lands in East Boston, Revere, Lawrence, etc., and Bar Harbor property, . . . . .	114,517 24
Stock of Maine Central Railroad, . . . . .	1,811,500 00
Stock of Portland & Rochester Railroad, . . . . .	182,050 00
Stock of Eastern Railroad in New Hampshire, . . . . .	900 00
Stock of Portland, Bangor, Mount Desert & Ma. Steamboat Co., . . . . .	15,000 00
Stock of Chelsea Beach Railroad Co., . . . . .	21,000 00

Stock of Chelsea Beach Construction, . . .	\$17,310 52	
Stock of Portsmouth, Great Falls & Conway Railroad Co., . . .	551,300 00	
Stock of Wolfborough Railroad Co., . . .	848,400 00	
<b>TOTAL PERMANENT INVESTMENTS, . . .</b>		<b>\$19,002,461 51</b>
Cash, . . .	\$61,100 42	
Due from agents and companies, . . .	513,605 21	
Sinking fund (in hands of trustees), . . .	6,102 55	
Debit balances, . . .	171,435 21	
<b>TOTAL CASH ASSETS, . . .</b>		<b>752,243 39</b>
<b>TOTAL ASSETS, . . .</b>		<b>\$19,754,704 90</b>
<b>LIABILITIES.</b>		
Capital stock, . . .		\$4,997,600 00
Funded debt, . . .		13,224,208 17
Unfunded debt, viz.: . . .		830,834 69
Interest unpaid, . . .	\$124,516 14	
Land mortgage notes, . . .	684,300 00	
Vouchers and accounts, . . .	22,018 55	
Profit & Loss balance, . . .		702,067 04
<b>TOTAL LIABILITIES, . . .</b>		<b>\$19,754,704 90</b>

<b>DESCRIPTION OF ROAD.</b>		
Main line of road from Boston, Mass., to State Line, N. H., . .		41.45 miles.
Main line of road in Massachusetts, . . .		41.45 "
Double track on main line, . . .		27.92 "
Same in Massachusetts, . . .		27.92 "
Branches owned by company, viz.: . . .		
Charlestown (double track), . . .		1.09 "
Saugus (single track), . . .		9.55 "
East Boston { single track, . . .		1.91 "
{ double track, . . .		1.56 "
Swampscott (single track), . . .		3.96 "
Marblehead (single track), . . .		3.52 "
Lawrence { single track, . . .		18.25 "
{ double track, . . .		1.64 "
South Reading (single track), . . .		8.12 "
Gloucester (single track), . . .		16.94 "
Essex (single track), . . .		5.48 "
Asbury Grove (single track), . . .		1.06 "
Salisbury (single track), . . .		3.79 "
Total length of branches owned by company, . . .		76.87 "
Total length of branches owned by company in Massachusetts, . .		76.87 "
Double track on branches, . . .		4.29 "
Same in Massachusetts, . . .		4.29 "
Total road belonging to this company, . . .		118.32 "
Sidings and other tracks not above enumerated, . . .		66.65 "
Same in Massachusetts, . . .		66.65 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . .</b>		<b>217.18 "</b>
Same in Massachusetts, . . .		217.18 "
Total length of steel rails in tracks, not including steel-top rails, . . .		141.08 "
[Weights per yard, 58, 60, 63 and 67 pounds.]		
Number of stations on all roads owned by this company, . . .		78
Same in Massachusetts, . . .		78

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	24
Aggregate length of same for single track (2,344 feet).	
Aggregate length of same for double track (6,832 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	9
Aggregate length of same for single track (212 feet).	
Aggregate length of same for double track (242 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	30
Aggregate length of same for single track (1,372 feet).	
Aggregate length of same for double track (385 feet).	
Number of crossings of highways at grade, . . . . .	166
Number of crossings of highways over railroad, . . . . .	47
Number of crossings of highways under railroad, . . . . .	12
Number of highway bridges 18 feet above track, . . . . .	6
Number of highway bridges less than 18 feet above track, . . . . .	41
Number of crossings at which gates or flagmen are maintained, . . . . .	114
Number of crossings at which electric signals are maintained, . . . . .	11
Number of crossings at which there are neither signals nor flagmen, . . . . .	41
Number of railroad crossings at grade (specifying each): . . . . .	5
Fitchburg Railroad, Prision Point.	
Boston & Lowell Railroad, Somerville.	
Boston & Maine Railroad, Somerville.	
Boston & Lowell Railroad, Salem.	
Boston & Maine Railroad, Danvers.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$8,310,000 00
Capital stock authorized by votes of company, . . . . .	8,310,000 00
Capital stock issued (number of shares, 49,976); amount paid in, . . . . .	\$4,997,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	4,997,600 00
Total number of stockholders, . . . . .	1,522
Number of stockholders in Massachusetts, . . . . .	945
Amount of stock held in Massachusetts, . . . . .	\$4,381,200 00
DEBT.	
Funded debt, as follows:—	
Essex Railroad bonds, due September, 1886, rate of interest 6 per cent., . . . . .	\$122,300 00
Interest accrued on same during year, . . . . .	\$7,333 00
Essex Railroad bonds, due September, 1891, rate of interest, 6 per cent., . . . . .	70,300 00
Interest accrued on same during year, . . . . .	\$4,218 00
Essex Railroad bonds, due September, 1876, rate of interest 6 per cent., . . . . .	1,800 00
Interest accrued on same during year, . . . . .	\$108 00
United States gold mortgage certificates of indebtedness, due September, 1906, rate of interest 6 per cent., . . . . .	10,228,645 77
Interest accrued on same during year, . . . . .	\$613,718 75
£ Mortgage certificates of indebtedness, due September, 1906, rate of interest 6 per cent. (£575,600), . . . . .	2,801,157 40
Interest accrued during year, . . . . .	\$793,452 19
TOTAL AMOUNT OF FUNDED DEBT, . . . . .	\$13,224,903 17

## NAME AND RESIDENCE OF OFFICERS.

Arthur Sewall, *President*, Bath, Me. Edward Lesley, *Auditor*, Newburyport, Mass. N. G. Chapin, *Treasurer*, Brookline, Mass. F. I. Amory, *Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Arthur Sewall, Bath, Me. Frank Jones, Portsmouth, N. H. Samuel C. Lawrence, Medford, Mass. Richard Olney, Boston, Mass. George C. Lord, Newton, Mass. Nath'l J. Bradlee, Boston, Mass. Joseph H. Gray, Boston, Mass. Jarvis D. Braman, Boston, Mass. Samuel C. Cobb, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

EASTERN RAILROAD COMPANY,  
CAUSEWAY STREET, BOSTON, MASS.

---

ARTHUR SEWALL,

*President.*

SAMUEL C. LAWRENCE,  
SAM'L C. COBB,  
RICHARD OLNEY,  
GEORGE C. LORD,  
NATH'L J. BRADLEE,  
JOSEPH H. GRAY,  
JARVIS D. BRAMAN,

*Majority of Directors.*

N. G. CHAPIN,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 24, 1886 Then personally appeared Sam'l C. Lawrence, Sam'l C. Cobb, Richard Olney, Geo. C. Lord, Nath'l J. Bradlee and Jarvis D. Braman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

N. G. CHAPIN,

*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 26, 1886. Then personally appeared N. G. Chapin, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. E. A. BARTLETT,

*Justice of the Peace.*

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*To the Railroad Commissioners of Massachusetts:*

GENTLEMEN, — The trustees of the Eastern Railroad Company annex herewith their report of the condition of the Sinking Fund, as required by section 14 of chapter 236 of the Acts of 1876.

Respectfully yours,

WM. C. ROGERS,  
WM. B. BACON,  
WILLARD P. PHILLIPS,  
*Trustees Eastern Railroad Company,*  
BY JOSHUA CRANE.

BOSTON, DEC. 10, 1886.



*To the Railroad Commissioners of Massachusetts :*

We hereby certify that the Mortgage Certificates of Indebtedness of the Eastern Railroad Company issued by us and outstanding on the 30th day of September, 1886, were as follows :—

Certificates of Indebtedness payable in sterling money of	
Great Britain, . . . . .	£575,600
Certificates of Indebtedness payable in gold dollars of the	
United States, . . . . .	\$10,228,500 00
Scrip Certificates, . . . . .	145 77

The above shows a decrease of £55,300 in Sterling Certificates, and \$164,000 in U. S. Gold Certificates, purchased by the Sinking Fund, and cancelled under the decision of the Supreme Court.

W. C. ROGERS,  
WILL'D P. PHILLIPS,

*Remaining Trustees Eastern Railroad.*

BOSTON, NOV. 4, 1886.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN  
RAILROAD COMPANY, SEPT. 30, 1886.

Amount on hand per last report, Nov. 24, 1885, . . . . .	\$157,367 91
Accretions during year, . . . . .	15,853 01

\$173,220 92

Investments in Eastern Railroad Certificates of Indebtedness during year, being part of \$164,000 in U. S. Gold Certificates, and £55,300 in Sterling Certificates, which have been cancelled under the decision of the Supreme Court and surrendered to the corporation, costing . . . . .	167,118 37
Leaving as the only assets in the Sinking Fund balance of cash on hand Sept. 30, 1886, . . . . .	<u>\$6,102 55</u>

1886, Nov. 27.

Received of corporation as net earnings for the year ending Sept. 30, 1886, . . . . .	434,120 49
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On deposit in bank, . . . . .	<u>\$440,223 04</u>
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W. C. ROGERS,  
WILL'D P. PHILLIPS,  
CHARLES R. CODMAN,  
*Trustees Eastern Railroad.*

BOSTON, NOV. 27, 1886.

# REPORT

## OF THE

### FALL RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Old Colony Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$11,604 31
Total expense (taxes), . . . . .	276 60
Net income, . . . . .	11,327 71
Interest accrued during year: . . . . .	10,000 00
On funded debt, . . . . . \$10,000 00	
Balance for the year (surplus), . . . . .	1,327 71
Balance at commencement of year (deficit), . . . . .	22,170 53
Deficit Sept. 30, 1886, . . . . .	20,842 82

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$443,944 69
Profit & Loss balance, . . . . .	20,842 82
<b>TOTAL ASSETS, . . . . .</b>	<b>\$464,787 51</b>
LIABILITIES.	
Capital stock, . . . . .	\$200,000 00
Funded debt, . . . . .	200,000 00
Unfunded debt, viz.: . . . . .	64,787 51
Notes payable, . . . . . \$60,096 24	
Vouchers and accounts, . . . . . 4,691 27	
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$464,787 51</b>

DESCRIPTION OF ROAD.	
Main line of road from Fall River to New Bedford, . . . . .	12.250 miles.
Main line of road in Massachusetts, . . . . .	12.250 "
Sidings and other tracks not above enumerated, . . . . .	.832 "
Same in Massachusetts, . . . . .	.832 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>13.082 "</b>
Same in Massachusetts, . . . . .	13.082 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	12.082 "
[Weights per yard, 56 pounds.]	
Number of stations on all roads owned by this company, . . . . .	7
Same in Massachusetts, . . . . .	7

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	1
Aggregate length of same for single track (25 feet).	
Number of crossings of highways at grade, . . . . .	10
Number of crossings of highways over railroad, . . . . .	1
Number of crossings of highways under railroad, . . . . .	1
Height of lowest bridge above the rail, . . . . .	15 feet.
Number of crossings at which there are neither signals nor flagmen, . . . . .	10
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$200,000 00
Capital stock authorized by votes of company, . . . . .	200,000 00
Capital stock issued (number of shares, 2,000); amount paid in, . . . . .	\$200,000 00
TOTAL AMOUNT PAID AS PER BOOKS OF THE Co., . . . . .	200,000 00
Total number of stockholders, . . . . .	24
Number of stockholders in Massachusetts, . . . . .	22
Amount of stock held in Massachusetts, . . . . .	\$194,900 00
DEBT.	
Funded debt, as follows: —	
First mortgage bonds due April 1, 1895, rate of interest 5 per cent., . . . . .	\$200,000 00
Interest paid on same during year, . . . . .	\$10,000 00

## NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Treasurer*, Boston, Mass. William Rotch, *Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. William Rotch, Boston, Mass. H. A. Blood, Fitchburg, Mass. J. A. Beauvais, New Bedford, Mass. Morgan Rotch, New Bedford, Mass. Frederick L. Ames, North Easton, Mass. Royal W. Turner, Randolph, Mass. John S. Brayton, Fall River, Mass.

## PROPER ADDRESS OF THE COMPANY.

FALL RIVER RAILROAD COMPANY,  
P. O. Box 879, BOSTON, MASS.

CHARLES F. CHOATE,  
JOHN S. BRAYTON,  
FRED'K L. AMES,  
WM. ROTCH,  
H. A. BLOOD,  
ROYAL W. TURNER,

*Directors.*

JOHN M. WASHBURN,

*Treasurer.*

J. R. KENDRICK,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 29, 1886. Then personally appeared Charles F. Choate, John S. Brayton, Frederick L. Ames, William Rotch, H. A. Blood, Royal W. Turner, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,  
*Justice of the Peace.*

## REPORT

OF THE

FALL RIVER, WARREN & PROVIDENCE RAILROAD  
COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is now in the hands of trustees under foreclosure, and it was operated by them for about eleven months of the year ending Sept. 30, 1886. The following report covers the operations of the entire year.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$31,934 06
Total expense (including taxes), . . . . .	19,565 86
Net income, . . . . .	12,368 70
Interest paid during year: . . . . .	12,368 70
On funded debt, . . . . .	\$12,368 70
Deficit at commencement of year, . . . . .	138,963 44
Deficit Sept. 30, 1886, . . . . .	138,963 44
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$453 78
through passengers (to and from other roads), . . . . .	23,925 51
express and extra baggage, . . . . .	1,500 00
mails, . . . . .	415 48
Total earnings from passenger department, . . . . .	26,324 77
From local freight, . . . . .	46 75
through freight (to and from other roads), . . . . .	5,513 87
Total earnings from freight department, . . . . .	5,560 62
TOTAL TRANSPORTATION EARNINGS, . . . . .	31,885 39
Income from all other sources, viz.: . . . . .	48 67
Rents, . . . . .	\$48 67
TOTAL INCOME FROM ALL SOURCES, . . . . .	31,934 06
ANALYSIS OF EXPENSES.	
Legal expenses, . . . . .	\$440 46
Stationery and printing, . . . . .	49 63
Outside agencies and advertising, . . . . .	2 27
Contingencies and miscellaneous, . . . . .	32 26
Repairs of bridges (including culverts and cattle-guards), . . . . .	1,374 01
Repairs of buildings, . . . . .	743 53
Renewal of ties, . . . . .	271 25
[Number laid, 775.]	
Repairs of road-bed and track, . . . . .	1,683 25
Repairs of locomotives, . . . . .	1,770 50
Fuel for locomotives, . . . . .	1,770 50
[Tons of coal, 443.]	
Oil and waste, . . . . .	8 26
Locomotive service, . . . . .	2,099 85
Passenger-train service, . . . . .	2,863 78

Mileage passenger-cars, . . . . .	\$4,123 24
Freight-train service, . . . . .	627 89
Mileage freight-cars, . . . . .	540 87
Agents and station service, . . . . .	841 20
Station supplies, . . . . .	11 61
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$19,254 50</b>
Taxes, . . . . .	310 86
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$19,565 36</b>

## Balance Sheet Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .		\$310,747 60
Cash, . . . . .	\$1,261 75	
Due from agents and companies, . . . . .	1,966 76	
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>3,228 51</b>	
Profit & Loss balance, . . . . .		138,963 44
<b>TOTAL ASSETS, . . . . .</b>	<b>\$452,939 55</b>	
LIABILITIES.		
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		300,000 00
Unfunded debt, viz.: . . . . .		2,939 53
Vouchers and accounts, . . . . .	\$2,939 55	
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$452,939 55</b>	

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	31,300
Freight-train mileage, . . . . .	6,220
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>37,520</b>
Number of local passengers (including season), . . . . .	5,068
Number of through passengers (to and from other roads), . . . . .	151,149
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>156,217</b>
Local passenger mileage (local passengers carried one mile), . . . . .	16,161
Through passenger mileage (through passengers carried one mile), . . . . .	997,902
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>1,014,063</b>
Number tons local freight, . . . . .	85
Number tons through freight (to and from other roads), . . . . .	14,499
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>14,584</b>
Local freight mileage (tons local freight carried one mile), . . . . .	340
Through freight mileage (tons through freight carried one mile), . . . . .	111,871
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>111,711</b>
Average number of cars in passenger-trains, . . . . .	3
Average number of persons employed, . . . . .	18

## DESCRIPTION OF ROAD.

Main line of road from Fall River, Mass., to Warren, R. I., . . . . .	5.794 miles.
Main line of road in Massachusetts, . . . . .	3.662 "
Main line of road in Rhode Island, . . . . .	2.132 "
Total road belonging to this company, . . . . .	5.794 "

# 98 FALL RIVER, WARREN & PROVIDENCE R. R. [Jan.

Sidings and other tracks not above enumerated, . . . . .	.520 miles.
Same in Massachusetts, . . . . .	.040 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	6.314 "
Same in Massachusetts, . . . . .	3.702 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	5.344 "
[Weights per yard, 56 pounds.]	
Total miles of road operated by this company, . . . . .	5.794 "
Total miles of road operated by this company in Massachusetts, . . . . .	3.662 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	2
Number of telegraph-offices in same, . . . . .	1
Number of stations on all roads owned by this company, . . . . .	3
Same in Massachusetts, . . . . .	2
BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	4
Aggregate length of same for single track (253 feet). . . . .	
Number of crossings of highways at grade, . . . . .	3
Number of crossings of highways over railroad, . . . . .	2
Number of highway bridges 18 feet above track, . . . . .	2
Number of crossings at which electric signals are maintained, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	2
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	2.8 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	2.3 "
Average rate of fare per mile received from all passengers, . . . . .	2.4 "
Average rate of local freight per ton per mile, . . . . .	10.5 "
Average rate of freight per ton per mile received from freight to and from other roads, . . . . .	4.95 "
Average rate of freight per ton per mile received from all freight, . . . . .	4.97 "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$150,000 00
Capital stock authorized by votes of company, . . . . .	150,000 00
Capital stock issued (number of shares, 1,500); amount paid in, . . . . .	\$150,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	150,000 00
Total number of stockholders, . . . . .	27
Number of stockholders in Massachusetts, . . . . .	11
Amount of stock held in Massachusetts, . . . . .	\$103,800 00
DEBT.	
Funded debt, as follows: —	
First mortgage bonds due April 17, 1883, rate of interest 7 per cent., . . . . .	\$300,000 00
Interest paid on same during year, . . . . .	\$12,368 70

## NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. James R. Kendrick, *General Manager*, Boston. John M. Washburn, *Treasurer*, Boston Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. John S. Brayton, Fall River, Mass. Thomas J. Borden, Fall River, Mass. Royal W. Turner, Randolph, Mass. Thomas Dunn, Newport, R. I.

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## PROPER ADDRESS OF THE COMPANY.

FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY,  
P. O. Box 379, BOSTON, MASS.

---

CHARLES F. CHOATE,  
JOHN S. BRAYTON,  
FRED'K L. AMES,  
THOS. J. BORDEN,  
THOS. DUNN,  
ROYAL W. TURNER,

*Directors.*

JOHN M. WASHBURN,  
*Treasurer and Trustee.*

J. R. KENDRICK,  
*General Manager.*

---

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 29, 1886. Then personally appeared Charles F. Choate, John S. Brayton, Fred'k L. Ames, Thomas J. Borden, Thomas Dunn, Royal W. Turner, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,  
*Justice of the Peace.*



# REPORT

## OF THE

### FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.		
Total income,		\$3,399,542 48
Total expense (including taxes),		2,559,664 99
Net income,		839,877 49
Rentals:		256,480 00
Vermont & Massachusetts Railroad,	\$244,580 00	
Troy & Greenfield Railroad & Hoosac Tunnel,	2,600 00	
Worcester, Nashua & Rochester Railroad,	600 00	
Viaduct Company,	3,000 00	
Boston & Albany Railroad,	5,100 00	
Cheshire Railroad,	600 00	
Interest accrued during year,		260,763 00
On funded debt,	\$260,763 00	
Dividends declared (5 per cent.),		264,330 00
Balance for the year (surplus),		58,304 49
Balance at commencement of year,	\$390,041 61	
Deduct:		
Interest accrued prior to October, 1885,	\$10,580 08	
(Interest prior to this year having been charged only as it matured.)		
Rent of roads accrued prior to Oct. 1, 1885,	6,689 37	
(Rent of roads prior to this year having been charged only as it matured.)		
Worthless accounts charged off,	20,743 93	
		38,013 38
Balance at commencement of year as so changed,		352,028 23
Balance Sept. 30, 1886 (surplus),		410,332 72
ANALYSIS OF EARNINGS.		
From local passengers,		\$803,369 04
through passengers (to and from other roads),		268,920 38
express and extra baggage,		81,148 94
mails,		80,528 19
Total earnings from passenger department,		1,183,961 55
From local freight,		741,854 85
through freight (to and from other roads),		1,336,590 71
Total earnings from freight department,		2,078,445 56
TOTAL TRANSPORTATION EARNINGS,		3,262,407 11
Rents for use of road,		51,000 00
Income from all other sources, viz.:		86,135 87
Rent of property,	\$27,409 32	
Discharging coal,	5,472 67	
Other sources,	53,253 88	
TOTAL INCOME FROM ALL SOURCES,		3,399,542 48

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$94,169 31
Legal expenses, . . . . .	11,058 77
Insurance, . . . . .	7,369 72
Stationery and printing, . . . . .	38,393 63
Outside agencies and advertising, . . . . .	57,970 21
Contingencies and miscellaneous, . . . . .	38,225 84
Repairs of bridges (including culverts and cattle-guards), . . . . .	40,553 08
Repairs of buildings, . . . . .	55,462 58
Repairs of fences, road-crossings and signs, . . . . .	10,151 53
Renewal of rails, . . . . .	45,060 14
[Number tons steel laid, 3,322.]	
Renewal of ties, . . . . .	59,170 41
[Number laid, 138,902.]	
Repairs of road-bed and track, . . . . .	209,921 91
Repairs of locomotives (including 5 new engines), . . . . .	159,501 28
Fuel for locomotives, . . . . .	298,619 08
[Tons of coal, 79,837; cords of wood, 778.]	
Water-supply, . . . . .	12,329 90
Oil and waste, . . . . .	12,362 58
Locomotive service, . . . . .	237,322 22
Repairs of passenger-cars, . . . . .	70,057 25
Passenger-train service, . . . . .	90,984 21
Passenger-train supplies, . . . . .	13,719 73
Mileage passenger-cars, . . . . .	12,534 11
Repairs of freight-cars, . . . . .	169,404 13
Freight-train service, . . . . .	193,959 02
Freight-train supplies, . . . . .	11,225 13
Mileage freight-cars, . . . . .	43,123 95
Telegraph expenses, . . . . .	31,827 03
Loss and damage, freight and baggage, . . . . .	4,046 30
Loss and damage, property and cattle, . . . . .	3,190 05
Personal injuries, . . . . .	22,778 63
Agents and station service, . . . . .	390,518 45
Station supplies, . . . . .	23,960 07
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$2,408,964 65</b>
<b>Taxes, . . . . .</b>	<b>150,700 34</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$2,559,664 99</b>

## PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

<b>Construction not apportioned:</b>	
New sidings and Riverview bridge, . . . . .	\$17,862 92
New signals, . . . . .	19,457 65
Walden improvements, . . . . .	6,009 91
New station buildings and coal-sheds, . . . . .	19,252 14
<b>TOTAL FOR CONSTRUCTION, . . . . .</b>	<b>\$62,580 62</b>
<b>Passenger, mail and baggage cars (5), . . . . .</b>	<b>21,724 73</b>
<b>TOTAL FOR EQUIPMENT, . . . . .</b>	<b>21,724 73</b>
<b>Other expenditures charged to property account:</b>	<b>267,309 61</b>
Land, . . . . .	\$159,512 85
Hoosac Tunnel Dock and Elevator Com- pany stock, . . . . .	41,100 00
Worcester Division improvements, . . . . .	49,207 49
Roberts extension and improvements, . . . . .	15,235 30
Other improvements, . . . . .	2,254 47
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>351,614 96</b>

## Balance Sheet, Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$5,673,540 08	
Cost of equipment, . . . . .	2,680,913 87	
Lands in Boston, Worcester and on line of road,	447,239 07	
Stock of Hoosac Tunnel Dock and Elevator Company, . . . . .	452,500 00	
Prison land improvements, . . . . .	14,351 88	
Somerville improvements, . . . . .	355,251 80	
Permanent improvements on Worcester Div.,	67,578 55	
Other improvements, . . . . .	34,786 29	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$9,726,160 50</b>
Cash, . . . . .	\$224,185 72	
Bills receivable, . . . . .	186,000 00	
Due from agents and companies, . . . . .	735,314 20	
Materials and supplies, . . . . .	378,171 48	
Debit balances, . . . . .	171,720 55	
Vermont & Massachusetts Railroad improvements, . . . . .	1,323,081 52	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>2,968,423 42</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$12,694,583 92</b>
LIABILITIES.		
Capital stock, . . . . .		\$5,286,600 00
Funded debt, . . . . .		5,140,600 00
Unfunded debt, viz.: . . . . .		1,857,051 20
Interest unpaid, . . . . .	\$108,620 50	
Dividends unpaid, . . . . .	8,408 00	
Notes payable, . . . . .	828,800 00	
Vouchers and accounts, . . . . .	911,722 70	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>410,332 72</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$12,694,583 92</b>
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .		1,280,868
Freight-train mileage, . . . . .		1,159,645
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>		<b>2,440,513</b>
Switching-train mileage, . . . . .		703,286
Other train mileage, . . . . .		56,307
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>3,200,106</b>
Number of season-ticket passengers, . . . . .		297,313
Number of local passengers (including season), . . . . .		3,863,556
Number of through passengers (to and from other roads), . . . . .		266,839
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>4,130,395</b>
Local passenger mileage (local passengers carried one mile), . . . . .		45,863,118
Through passenger mileage (through passengers carried one mile), . . . . .		15,211,669
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>61,073,787</b>
Number tons local freight, . . . . .		781,665
Number tons through freight (to and from other roads), . . . . .		1,727,466
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>		<b>2,509,131</b>

Local freight mileage (tons local freight carried one mile),	29,276,668
Through freight mileage (tons through freight carried one mile),	165,836,414
<b>TOTAL FREIGHT MILEAGE</b>	<b>195,113,082</b>
Average weight of passenger-trains (exclusive of passengers),	1594 tons.
Average number of cars in passenger-trains,	4 <sup>5</sup> / <sub>16</sub>
Average weight of freight-trains (exclusive of freight),	861 tons.
Average number of cars in freight-train,	29 <sup>5</sup> / <sub>16</sub>
Average number of persons employed,	2,327

## DESCRIPTION OF ROAD.

Main line of road from Boston to Fitchburg,	50.00 miles.
Main line of road in Massachusetts,	50.00 "
Double track on main line,	50.00 "
Same in Massachusetts,	50.00 "
Branches owned by company, viz. :—	
Freight and ice in Boston (double track),	.68 "
Watertown Branch (single track),	8.26 "
Lancaster & Sterling & Marlborough (single track),	12.43 "
Peterborough & Shirley (single track),	23.62 "
Worcester Division (single track),	36.00 "
Ashburnham (single track),	2.59 "
Total length of branches owned by company,	83.57 "
Total length of branches owned by company in Massachusetts,	74.20 "
Total length of branches owned by company in New Hampshire,	9.37 "
Double track on branches,	.68 "
Same in Massachusetts,	.68 "
Total road belonging to this company,	133.57 "
Sidings and other tracks not above enumerated,	83.07 "
Same in Massachusetts,	81.06 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>267.32 "</b>
Same in Massachusetts,	257.95 "
Total length of steel rails in tracks, not including steel-top rails,	162.53 "

[Weights per yard, 60 and 72 pounds.]

*Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.*

Vermont & Massachusetts Railroad, length,	56.00 miles.
Turner's Falls Branch, length,	2.80 "
Troy & Greenfield Railroad & Hoosac Tunnel, length,	37.00 "
Total length of above roads,	95.80 "
Total length of above roads in Massachusetts,	95.80 "
Total miles of road operated by this company,	229.37 "
Total miles of road operated by this company in Massachusetts,	220.00 "
Number of stations in Massachusetts on all roads operated by this company,	87
Number of telegraph offices in same,	51
Number of stations on all roads owned by this company,	64
Same in Massachusetts,	61

## EQUIPMENT.

Number of locomotives (leased, 10; owned, 102),	112
Number of passenger-cars (leased, 15; owned, 116),	131
Number of baggage, mail and express cars (leased, 3; owned, 26),	29
Number of freight-cars (basis of 8 wheels) (leased, 233; owned, 3,164),	3,397
Number of other cars (owned, 160),	160
Snow plows (owned, 10),	10

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	1	5	1	5	1	5
Employees, .	-	7	10	59	10	66	10	66
Others, .	-	-	10	19	10	19	10	19

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 1, 1885.* — Stephen Gore, employee, was caught between two cars, which were being pushed by men at Charlestown, and had two ribs broken.

*October 2.* — Wm. Albee was struck by an express passenger-train at East Deerfield. He was lying across the rail. His head, one arm and one foot were injured. Intoxicated.

*October 2.* — Chas. McCarthy, employee, coupling cars at Gardner, had his forefinger crushed.

*October 7.* — Horace Noah attempted to cross the track in front of a passenger-train at Gardner. He was struck by the train and killed.

*October 16.* — Chas. Kirkpatrick, employee, while riding on the front end of an engine at Fitchburg, was thrown against the front end of the boiler and somewhat injured.

*October 16.* — C. E. Fergerson, employee, while coupling cars at Fitchburg, had his hand slightly injured.

*October 17.* — A. W. Belyea, employee, was struck by an overhead bridge at Cambridge. His head was injured.

*October 30.* — An unknown man was killed at Gardner. He was lying between the rails. Intoxicated.

*November 3.* — A boy about 13 years old, while playing on freight-cars standing upon a siding at Waltham, had the toes of his left foot badly injured.

*November 4.* — John Castle, employee, while pulling a pin at Union Square, had two fingers crushed.

*November 6.* — Kirk Hardy, while passing between two freight-cars standing on a siding at Waltham, was caught and badly jammed.

*November 6.* — Patrick Rafferty was injured at Exchange Street, Worcester. He did not heed the warning of the flagman and was struck by a shifting engine, but not seriously injured.

*November 7.* — Albert Dams, employee, coupling at Worcester, had a finger jammed.

*November 19.* — Henry O'Neill, employee, coupling at Fitchburg, had forefinger and thumb badly jammed.

*November 21.* — John McKenna, employee, stepped in front of a passenger-train at Waltham and was fatally injured.

*November 21.* — Ernest Grebon, walking on the track in Greenfield yard, was struck by a passenger-train and fatally injured.

*November 27.* — David Slattery, employee, was killed at Worcester. He fell while stepping from one dump-car of coal to another while the train was in motion.

*December 4.* — J. W. Pratt, employee, coupling engine to train at Greenfield, had his little finger jammed.

*December 4.* — Stephen Curtis, employee, while pulling a pin at Marlborough, had his thumb jammed.

*December 7.* — Henry Newton, employee, coupling engine to a car at Greenfield, had his hand caught. Two fingers and part of his thumb amputated.

*December 8.* — M. M. Howe, employee, coupling engine to a car at Turner's Falls, had two fingers crushed.

*December 8.* — Dr. H. H. Brigham was struck by a freight-train at Plunkett's crossing, about two miles west of Westminster. Two of his ribs were broken and he also received two scalp wounds.

*December 11.* — Edw. Schofield, employee, was run over at Fitchburg. He jumped from an engine and attempted to cross the other track, but was struck by an engine backing up, which he did not see.

*December 15.* — R. L. Randall, employee, coupling engine to a car at Charlestown, had forefinger of left hand crushed.

*December 18.* — An unknown man, walking on the track at brick-yards, was struck by a passenger-train and severely injured.

*December 23.* — Thos. F. Jones, employee, was fatally injured at Charlestown. He was caught between the corners of two cars on adjoining tracks.

*December 23.* — Joseph Pattison, employee, was severely injured at Wachuset. He walked off the end of a car, while switching, and was run over by the car following.

*December 23.* — John Dunne, employee, coupling in Charlestown yard, had two fingers crushed.

*December 26.* — Geo. Driscoll, 11 years of age, and Willie Taylor, 9 or 10 years, while driving in an open wagon, were struck by a passenger-train at Parmenter's crossing between Maynard and South Acton. The horse was killed, but the boys escaped without serious injury.

*December 27.* — Wm. Finley, employee, setting off cars in Greenfield yard, had a finger broken by being caught by a pin.

*January 2, 1886.* — Chas. E. Pattison, employee, was missed from his train near River station. He was found lying beside the track dead.

*January 6.* — Fred. Alden, employee, coupling cars at Fitchburg, had three fingers and part of his thumb crushed.

*January 11.* — J. E. Fuller, employee, coupling cars in freight-house at Athol, had his arm squeezed

*January 14.* — W. S. Brown, employee, coupling cars at Orange, had his arm jammed.

*January 20.* — R. C. King, employee, coupling cars at Turner's Falls, had his left hand badly injured.

*January 20.* — John Yore, employee, coupling cars at Charlestown, had his hand slightly injured.

*January 24.* — Isaac Reed was slightly injured at South Acton. His horse ran away and into a passenger-train. The horse was killed and the sleigh demolished.

*January 27.* — Jos. F. Tuttle was killed at Coffin's crossing, West Acton, by an express freight-train. The team was not in sight when the engine passed the flagman at the crossing.

*January 28.* — Patrick Donlon was fatally injured while walking on the bridge over the Charles River near the Bleachery station.

*January 29.* — Cyrus Knox, employee, was injured at Worcester while pulling a pin between the engine and car.

*February 2.* — C. A. Jones, employee, while pulling a pin in Charlestown yard, had his left hand caught between the bunters and badly crushed.

*February 2.* — W. J. Smith, employee, fell between two cars at Gardner. Had one knee dislocated.

*February 4.* — E. F. Smith, employee, was killed at Ayer Junction. It is supposed that he slipped and fell between the cars.

*February 10.* — Geo. Beaumont, employee, while pulling a pin at Charlestown yard, was slightly injured by being caught between the end ladders.

*February 13.* — J. F. Dolley, employee, while throwing a switch in Charlestown yard, had his hand caught between the moulding of tender and switch-handle and severely injured.

*February 17.* — Wm. O'Neal, employee, coupling cars at Gardner, had two fingers injured.

*February 17.* — J. W. Pratt, employee, coupling cars at Fitchburg, had his arm pinched.

*February 22.* — Wm. Whitman, employee, was missed from his train when it reached Athol, and found at Erving fatally injured. It is supposed that he fell from the top of his train.

*February 25.* — Dennis Shea, employee, was run over and fatally injured at Fitchburg, by a coal-car which was being pushed by the men from one pocket to another.

*March 2.* — Patrick McCabe, employee, was thrown from the top of a car at Boston in consequence of a misplaced switch. He was severely injured in the foot and ankle.

*March 4.* — L. P. Allen, employee, while pulling a pin between engine and car at Gardner, had one finger crushed.

*March 13.* — T. H. Loveland, employee, coupling engine to saloon-car at Fitchburg, had one finger broken.

*March 27.* — Dan'l McGuire, employee of Hoosac Tunnel Dock and Elevator Company, Charlestown, was found lying across one of the rails, inside the elevator, dead. Supposed to have been knocked down by cars striking three standing there.

*April 1.* — Dan'l Daly, a boy about 14 years old, jumped on a freight-car which was being switched at Turner's Falls and fell, receiving injuries which necessitated amputation of the left leg.

*April 10.* — C. G. Wheeler, employee, coupling engine to caboose at Fitchburg, was caught between the engine and car but not severely injured.

*April 11.* — W. D. Washburn, employee, pulling a pin in Charlestown, had his right arm injured.

*April 13.* — E. F. Waite, employee, pulling pin between coal-cars at Turner's Falls, slipped on a wet tie and his arm was caught between the dead-woods, causing a bad wound.

*April 20.* — G. E. Richardson, employee, pulling pin at Greenfield, had his arm caught between the dead-woods and was severely jammed.

*April 22.* — Aug. Dunlap, employee, coupling cars at Charlestown, had two fingers injured.

*April 30.* — Patrick McGowan, stealing a ride on a freight-train at Waltham, jumped off, was thrown down and one foot run over.

*April 30.* — Wm. Conley, employee, while throwing a switch near his cross-

ing in Boston, had his hand injured by being caught between the switch-handle and the corner of the car.

*May 1.* — M. A. Kent, in entering a passenger-car at Belmont, caught the end of his finger in the door, jamming it badly.

*May 1.* — An unknown man was found upon one of the Dock and Elevator tracks dead. He had apparently been run over and dragged some distance by the cars.

*May 3.* — G. H. Raymore, employee, coupling at East Deerfield, had his shoulder-blade broken.

*May 7.* — J. W. Bacon, employee, was severely scalded about the hands and body at Montague, by the bursting of a sparker tube.

*May 8.* — Wm. O'Neal was found lying on the ground between the main tracks at Charlestown, with severe injuries about the head and body.

*May 12.* — A boy, apparently 5 or 6 years old, standing on the end of a tie outside the rail near Hill's crossing, was struck by a freight-train. He was but slightly injured.

*May 18.* — Geo. Gregory, employee, coupling cars at Charlestown, had his hand crushed.

*May 20.* — Hadley Swallow, employee, coupling cars at Waverly, was caught between the bunters and had two ribs broken.

*May 22.* — Edw. Maloney, employee, coupling cars at Concord Junction, had two fingers burst open but no bones broken.

*May 26.* — T. S. Cassin, employee, coupling at Charlestown, had one finger crushed.

*June 5.* — John Dooner, a boy 11 years old, was killed at Union Square. He was playing around some empty ice-cars with other boys. There was no engine near at the time and he is supposed to have fallen from the top of a car, striking one of the bunters.

*June 5.* — J. W. Powers, employee, stepped from head car on to corner of manhole on tender at Concord Junction. Not being firmly on, his leg went down and he was seriously injured.

*June 8.* — Eddie Murphy was fatally injured in Fitchburg yard. He attempted to climb between or over some cars which were being moved by switching-engine and fell between them.

*June 8.* — E. Parsons, employee, had the ends of three fingers pinched between the bunters of two freight-cars at Charlestown.

*June 9.* — Henry Bickford, employee, coupling cars at East Deerfield, had the end of one finger slightly pinched.

*June 14.* — Henry A. Hall, employee, was knocked from his engine at South Acton by being hit on the head by a piece of a hand-car, which was struck by the train.

*June 17.* — Arthur Harrington, a boy about 7 years old, playing near the track at Cambridge, lost his hat and in attempting to get it is supposed to have been struck by a car step. He was not seriously hurt.

*June 22.* — Eliza Harrington attempted to cross the track ahead of a train at Athol, was struck by the engine and killed.

*June 23.* — W. H. Crosier, employee, coupling cars at Fitchburg, had two fingers injured.

*June 27.* — Christopher Bryerdan attempted to get on a moving passenger-train at the crossing east of the Watertown station. He was thrown down and fatally injured.



*June 28.* — Frank McNelly, a boy 11 years old, jumped from a train at Lake Walden before it had come to a stop. His arm and knee were slightly injured.

*July 3.* — Wm. Harris was found beside the track at Fitchburg. His shoulder-blade was fractured.

*July 6.* — Timothy Coyle, a passenger, received injuries to his arm at Charlestown. He was riding with his arm partly extended out of the window. It was struck by the open door of a refrigerator-car.

*July 6.* — Geo. A. Furbush, employee, was fatally injured at East Deerfield. In stepping from the head car to the tender he slipped and fell under the wheels.

*July 6.* — Chas. Tatro, employee, coupling at Worcester, had his hand jammed.

*July 7.* — R. M. Packard, employee, struck by overhead bridge at Orange, had slight scalp wound.

*July 7.* — Wm. Maloney attempted to get aboard a passenger-train at Fitchburg after it had started. He was dragged some distance and his foot was cut and bruised.

*July 8.* — Edw. Moran, employee, was struck by a gate-crank at Boston. His knee was severely injured.

*July 10.* — Michael Hurley, while walking on the track at Roberts, was struck by a passenger-train and was severely cut on his head.

*July 21.* — Thomas Burns, employee, coupling at Charlestown, had his finger jammed.

*July 23.* — John Burk, employee, coupling at East Deerfield, had his hand injured.

*July 24.* — The mangled body of James Casey was found by a track-walker about half a mile east of Ashburnham Junction.

*July 27.* — Wm. Fitzgerald jumped off the theatre-train at Fitchburg to save a walk of about a mile. He fell under the wheels and one leg was run over.

*July 29.* — F. E. Ware, employee, coupling cars at Ayer Junction. His hand was caught between the dead-woods and some of the small bones were broken.

*August 7.* — ——— Bresnahan was struck by a train while walking on the bridge over Concord River at Concord.

*August 8.* — John Whitman was run over and fatally injured at Maynard. He was lying across the rails.

*August 10.* — An unknown man was struck by a passenger-train and fatally injured while walking on the track near Hill's crossing.

*August 14.* — John Sullivan, employee, was struck by a passenger-train at Athol and had a small bone above the hip broken.

*August 23.* — Clarence Ferguson, employee, pulling a pin at Fitchburg, was caught between the cars and platform. He was not severely injured.

*August 25.* — John Clifford, employee, coupling at Fitchburg, lost two fingers and had one broken.

*August 26.* — Geo. A. Rice, employee, was thrown from the top of a car at Athol by reason of a brake-wheel coming off. Not seriously injured.

*September 1.* — John Cullen, a cattle man, riding on top of a stock-train, was struck by a bridge-guard and then by an overhead bridge at Mount Auburn and fell to the ground. He was not seriously injured.

*September 21* — John J. Murphy, coupling cars at Worcester, rested his hand on the end sill of a car. When the cars came together his arm was doubled up and his wrist broken.

*September 22.* — George LaBounty, employee, coupling at Baldwinville, lost two fingers.

*September 24.* — Wm. Barry, employee, pulling a pin between engine and car at Gardner, had one finger pinched.

*September 25.* — A. Herrick, employee, pulling a pin at South Acton, got his foot caught by a brake-beam and received a bad sprain.

*September 25.* — J. W. Meservy, employee, walked off a box-car on to a platform-car at Orange and sprained his ankle.

*September 26.* — A. Galligan, employee, coupling engine to car at Marlborough, had his thumb jammed by being caught between the head of the pin and buffer.

*September 27.* — Thomas McCue, employee, got off a train at the Know-nothing stop near Union Square before the train had fully stopped. He struck the red head-post and was thrown down and had one foot crushed.

*September 30.* — Charles Grant, employee, coupling at Charlestown, had one finger crushed.

#### GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	56 tons.
Average weight of locomotives in working order, . . . . .	45½ "
Maximum weight of tenders full of fuel and water, . . . . .	35 "
Average weight of tenders full of fuel and water, . . . . .	26 "
Maximum weight of passenger-cars, . . . . .	23 "
Average weight of passenger-cars, . . . . .	20 "
Average weight of mail and baggage cars, . . . . .	18 "
Average weight of 8-wheel box freight-cars, . . . . .	10 "
Average weight of 4-wheel box freight-cars, . . . . .	4½ "
Average weight of 8-wheel platform-cars, . . . . .	7½ "
Average weight of 4-wheel platform-cars, . . . . .	3 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	46 ft. 9 in.
Total length of heaviest engine and tender over all, . . . . .	57 ft. 9 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company, . . . . .	93.32 miles.
Also by this company and Western Union Telegraph Company (on Worcester Division), . . . . .	36.53 "
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities: —	
From Ashburnham Junction to Ashburnham, . . . . .	2.59 "

#### BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Waltham, . . . . .	Plate Girder.	Iron.	45 feet.	Dec. 1886.
Sbirey, . . . . .	" "	"	28 "	Sept. 1886.
Wichburg, . . . . .	" "	"	108 "	" "

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . . . .	13
Aggregate length of same for single track (1,034 feet).	
Aggregate length of same for double track (904 feet).	
Aggregate length of same for triple track (2,427 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	15
Aggregate length of same for single track (367 feet).	
Aggregate length of same for double track (580 feet).	
Aggregate length of same for triple track (45 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	4
Aggregate length of same for single track (145 feet).	
Aggregate length of same for double track (25 feet).	
Aggregate length of same for triple track (44 feet).	
Number of crossings of highways at grade, . . . . .	188
Number of crossings of highways over railroad, . . . . .	24
Number of crossings of highways under railroad, . . . . .	11
Number of highway bridges 18 feet above track, . . . . .	4
Number of highway bridges less than 18 feet above track, . . . . .	20
Height of lowest bridge above the rail, . . . . .	14 ft. 6 in.
Number of crossings at which gates or flagmen are maintained,	68
Number of crossings at which electric signals are maintained,	18
Number of crossings at which there are neither signals nor flagmen, . . . . .	120
Number of railroad-crossings at grade (specifying each): . . . . .	7
Boston & Maine.	
Eastern.	
Boston & Albany.	
Old Colony at Concord.	
Worcester, Nashua & Rochester (main line).	
Worcester, Nashua & Rochester (P. & Shirley).	
Old Colony at Fitchburg.	
Number of railroad-crossings under other railroads (specify- ing each): . . . . .	3
Boston & Lowell.	
Central Massachusetts (Weston).	
Central Massachusetts (Hudson).	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets*) for local passengers on roads operated by this company.	1.73 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	1.76 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.66 "
Average rate of fare per mile received from all passengers, . . . . .	1.75 "
Average rate of local freight per ton per mile, . . . . .	2.53 "
Average rate of freight per ton per mile received from freight to and from other roads, . . . . .	.81 "
Average rate of freight per ton per mile received from all freight, . . . . .	1.07 "

## RELATING TO PASSENGERS.

Passengers to Boston (including season), . . . . .	1,513,882
Passengers from Boston (including season), . . . . .	1,508,861
Season-ticket passengers to and from Boston, . . . . .	152,036

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$7,114,000 00
Capital stock authorized by votes of company, . . . . .	6,814,000 00
Capital stock issued (number of shares, 52,866); amount paid in, . . . . .	\$5 286,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	5,286,600 00

Total number of stockholders, . . . . .	3,064
Number of stockholders in Massachusetts, . . . . .	2,640
Amount of stock held in Massachusetts, . . . . .	\$4,667,900 00

## DEBT.

## Funded debt as follows:—

Bonds due April 1, 1894, rate of interest 7 per cent., . . . . .	\$500,000 00
Interest paid on same during year, . . . . .	\$35,000 00
Bonds due October 1, 1897, rate of interest 6 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$30,000 00
Bonds due October 1, 1899, rate of interest 5 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$25,000 00
Bonds due October 1, 1900, rate of interest 5 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$25,000 00
Bonds due October 1, 1901, rate of interest 5 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$25,000 00
Bonds due April 1, 1902, rate of interest 5 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$25,000 00
Bonds due April 1, 1903, rate of interest 5 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$25,000 00
Bonds due April 1, 1904, rate of interest 4 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$20,000 00
Bonds due June 1, 1905, rate of interest 4 per cent., . . . . .	500,000 00
Interest paid on same during year, . . . . .	\$20,000 00
B. B. & G. first mortgage bonds due April 1, 1893, rate of interest 7 per cent., . . . . .	91,300 00
Interest paid on same during year, . . . . .	\$6,391 00
B. B. & G. first mortgage bonds due April 1, 1893, rate of interest 5 per cent., . . . . .	299,700 00
Interest paid on same during year, . . . . .	\$14,985 00
B. B. & G. second mortgage bonds due July 1, 1895, rate of interest 3 per cent., . . . . .	186,300 00
Interest paid on same during year, . . . . .	\$5,589 00
B. B. & G. third mortgage bonds due July 1, 1895, rate of interest 6 per cent., . . . . .	57,300 00
Interest paid on same during year, . . . . .	\$3,438 00
Ashburnham first mortgage bonds due June 1, 1887, rate of interest 6 per cent., . . . . .	6,000 00
Interest paid on same during year, . . . . .	\$360 00
<b>TOTAL AMOUNT OF FUNDED DEBT, . . . . .</b>	<b>\$5,140,600 00</b>

## NAME AND RESIDENCE OF OFFICERS.

E. B. Phillips, *President*, Boston, Mass. J. Whitmore, *Traffic Manager*, Boston, Mass. C. S. Anthony, *Auditor*, Boston, Mass. John Adams, *General Superintendent*, Boston, Mass. C. L. Hartwell, *General Freight Agent*, Waltham, Mass. J. R. Watson, *General Passenger Agent*, Boston, Mass. M. D. Benson, *Treasurer*, Cambridge, Mass. Thomas Whittemore, *Clerk of Corporation*, Cambridge, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. B. Phillips, Boston, Mass. Seth Bemis, Newton, Mass. Robert Codman, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Franklin N. Poor, Somerville, Mass. Charles T. Crocker, Fitchburg, Mass. Charles A. Welch, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.  
FITCHBURG RAILROAD COMPANY, BOSTON, MASS.

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E. B. PHILLIPS,  
ROBERT CODMAN,  
RODNEY WALLACE,  
FRANKLIN N. POOR,  
C. T. CROCKER,  
CHARLES A. WELCH,  
*Directors.*  
M. D. BENSON,  
*Treasurer.*  
JOHN ADAMS,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1886. Then personally appeared E. B. Phillips, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, Charles A. Welch, M. D. Benson and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITEMORE,  
*Justice of the Peace.*

# REPORT

## OF THE

### GRAFTON CENTRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$6,781 92
Total expense (including taxes), . . . . .	6,918 09
Net deficit, . . . . .	136 17
Interest accrued during year: . . . . .	1,127 50
On funded debt, . . . . . \$910 00	
On other debt, . . . . . 217 50	
Balance for the year (deficit), . . . . .	1,263 67
Balance at commencement of year, . . . . . \$5,144 26	
Deduct:	
85 per cent. compromise of claim, . . . . . 29 92	
Balance at commencement of year as so changed, . . . . .	5,114 34
Balance Sept. 30, 1886 (deficit), . . . . .	6,378 01
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$4,458 16
express and extra baggage, . . . . .	525 00
mails, . . . . .	500 00
Total earnings from passenger department, . . . . .	5,483 16
local freight, . . . . .	1,298 76
Total earnings from freight department, . . . . .	1,298 76
TOTAL INCOME FROM ALL SOURCES, . . . . .	6,781 92
ANALYSIS OF EXPENSES.	
Stationery and printing, . . . . .	\$30 70
Contingencies and miscellaneous, . . . . .	411 36
Repairs of road-bed and track, . . . . .	2,637 56
Repairs of locomotives, . . . . .	647 29
Fuel for locomotives, . . . . .	973 61
Oil and waste, . . . . .	209 74
Locomotive service, . . . . .	683 00
Passenger-train service, . . . . .	655 00
Agents and station service, . . . . .	669 88
TOTAL OPERATING EXPENSES, . . . . .	\$6,918 09

## Balance Sheet, Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$39,245 98	
Cost of equipment, . . . . .	5,025 69	
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .		<b>\$44,271 67</b>
Cash, . . . . .	\$112 83	
Materials and supplies, . . . . .	200 00	
<b>TOTAL CASH ASSETS,</b> . . . . .		<b>312 83</b>
Profit & Loss balance, . . . . .		6,378 01
<b>TOTAL ASSETS,</b> . . . . .		<b>\$50,962 51</b>
LIABILITIES.		
Capital stock, . . . . .		\$29,830 00
Funded debt, . . . . .		18,000 00
Unfunded debt, viz.: . . . . .		8,132 51
Interest unpaid, . . . . .	\$4,620 00	
Notes payable, . . . . .	2,250 00	
Vouchers and accounts, . . . . .	1,262 51	
<b>TOTAL LIABILITIES,</b> . . . . .		<b>\$50,962 51</b>

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	14,085
<b>TOTAL TRAIN MILEAGE,</b> . . . . .	<b>14,085</b>
Number of local passengers (including season), . . . . .	39,973
<b>TOTAL NUMBER OF PASSENGERS CARRIED,</b> . . . . .	<b>39,973</b>
Local passenger mileage (local passengers carried one mile), . . . . .	119,919
<b>TOTAL PASSENGER MILEAGE,</b> . . . . .	<b>119,919</b>
Average number of persons employed, . . . . .	8

## DESCRIPTION OF ROAD.

Main line of road from North Grafton to Grafton Centre, . . . . .	3.0 miles.
Main line of road in Massachusetts, . . . . .	3.0 "
Sidings and other tracks not above enumerated, . . . . .	.1 "
Same in Massachusetts, . . . . .	.1 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b> . . . . .	<b>3.1 "</b>
Same in Massachusetts, . . . . .	3.1 "
Total miles of road operated by this company, . . . . .	3.0 "
Total miles of road operated by this company in Massachusetts, . . . . .	3.0 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	1
Number of stations on all roads owned by this company, . . . . .	1
Same in Massachusetts, . . . . .	1

## EQUIPMENT.

Number of locomotives, . . . . .	1
Number of passenger-cars, . . . . .	1

## BRIDGES.

Number of crossings of highways at grade, . . . . .	6
Number of crossings at which there are neither signals nor flagmen, . . . . .	6

CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$30,000 00
Capital stock authorized by votes of company, . . . . .	30,000 00
Capital stock issued (number of shares, 298); amount paid in, . . . . .	\$29,800 00
Capital stock paid in on shares not issued (number of shares 2), . . . . .	30 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	29,830 00
Total number of stockholders, . . . . .	56
Number of stockholders in Massachusetts, . . . . .	56
Amount of stock held in Massachusetts, . . . . .	\$29,830 00
DEBT.	
Funded debt as follows:—	
First mortgage bonds due May 1, 1885, rate of interest 7 per cent., . . . . .	\$13,000 00

## NAME AND RESIDENCE OF OFFICERS.

Alden M. Bigelow, *President*, Grafton, Mass. George M. Newton, *Superintendent*, Grafton, Mass. Henry F. Wing, *Treasurer*, Grafton, Mass. Herbert F. Allen, *Clerk of Corporation*, Grafton, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Lewis W. Dodge, Grafton, Mass. George K. Nichols, Grafton, Mass. Silas A. Forbush, Grafton, Mass. Joseph A. Dodge, Grafton, Mass. Herbert F. Allen, Grafton, Mass. Daniel N. Gibbs, Grafton, Mass. Silas E. Stowe, Grafton, Mass. D. Webster Norcross, Grafton, Mass. George W. Fisher, Grafton, Mass. Alden M. Bigelow, Grafton, Mass.

PROPER ADDRESS OF THE COMPANY.  
GRAFTON CENTRE RAILROAD COMPANY,  
GRAFTON, MASS.

ALDEN M. BIGELOW,  
LEWIS W. DODGE,  
SILAS A. FORBUSH,  
GEO. K. NICHOLS,  
H. F. ALLEN,  
S. E. STOWE,  
JOSEPH A. DODGE,  
D. N. GIBBS,  
*Directors.*  
HENRY F. WING,  
*Treasurer.*  
GEORGE M. NEWTON,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 15, 1886. Then personally appeared Alden M. Bigelow, Lewis W. Dodge, Silas A. Forbush, Geo. K. Nichols, H. F. Allen, S. E. Stowe, Joseph A. Dodge, D. N. Gibbs, Henry F. Wing and George M. Newton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

D. WEBSTER NORCROSS,  
*Justice of the Peace.*



# REPORT

## OF THE

### HANOVER BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$45,197 02
Total expense (including taxes),	25,391 17
Net income,	19,805 85
Interest accrued during year:	937 50
On funded debt,	\$937 50
Dividends declared (6 per cent.),	7,428 00
Balance for the year (surplus),	11,440 35
Balance at commencement of year,	\$129,272 41
Deduct: Worthless account,	32 40
Balance at commencement of year as so changed,	129,240 01
Balance Sept. 30, 1886 (surplus),	140,680 36
ANALYSIS OF EARNINGS.	
From local passengers,	\$8,728 53
through passengers (to and from other roads),	16,042 35
express and extra baggage,	2,027 99
mails,	265 47
Total earnings from passenger department,	27,064 34
From local freight,	2,625 74
through freight (to and from other roads),	15,388 23
other sources, freight department,	20
Total earnings from freight department,	18,014 17
TOTAL TRANSPORTATION EARNINGS,	45,078 51
Income from all other sources, viz.:	118 51
Material sold,	\$118 51
TOTAL INCOME FROM ALL SOURCES,	\$45,197 02
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$590 00
Stationery and printing,	84 68
Contingencies and miscellaneous,	627 98
Repairs of buildings,	1,223 23
Repairs of road-bed and track,	4,699 69
Repairs of locomotives,	2,916 37
Fuel for locomotives,	2,136 51
Fuel for stations and shop,	193 49
[Tons of coal, 659; cords of wood, 180.]	
Oil and waste,	400 37
Locomotive service,	1,587 75
Repairs of passenger-cars,	1,250 25

Passenger-train service, . . . . .	\$1,822 25
Passenger-train supplies, . . . . .	121 50
Repairs of freight-cars, . . . . .	416 05
Freight-train service, . . . . .	2,991 50
Freight-train supplies, . . . . .	18 05
Loss and damage, freight and baggage, . . . . .	39 53
Agents and station service, . . . . .	2,911 25
Station supplies, . . . . .	75 14
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$24,105 59</b>
Taxes, . . . . .	1,285 58
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$25,391 17</b>

**Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>		
Cost of road, . . . . .	\$194,826 66	
Cost of equipment, . . . . .	71,312 69	
Lands in Rockland, . . . . .	2,250 00	
Stock of telephone line, . . . . .	315 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$268,704 35</b>
Cash, . . . . .	\$11,092 11	
Materials and supplies, . . . . .	628 90	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>11,721 01</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$280,425 36</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .	\$123,950 00	
Funded debt, . . . . .	15,000 00	
Unfunded debt, viz.: . . . . .	795 00	
Dividends unpaid, . . . . .	\$795 00	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>140,680 36</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$280,425 36</b>

<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage, . . . . .	23,386	
Freight-train mileage, . . . . .	5,008	
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>28,344</b>	
Number of season-ticket passengers, . . . . .	12,671	
Number of local passengers (including season), . . . . .	42,788	
Number of through passengers (to and from other roads), . . . . .	81,399	
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>136,858</b>	
Local passenger mileage (local passengers carried one mile), . . . . .	256,730	
Through passenger mileage (through passengers carried one mile), . . . . .	488,898	
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>745,128</b>	
Number tons local freight, . . . . .	10,391	
Number tons through freight (to and from other roads), . . . . .	39,382	
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>49,773</b>	
Local freight mileage (tons local freight carried one mile), . . . . .	72,735	
Through freight mileage (tons through freight carried one mile), . . . . .	235,293	
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>308,028</b>	

Average weight of passenger-trains (exclusive of passengers),	73½ tons.
Average number of cars in passenger-trains, . . . . .	2
Average weight of freight-trains (exclusive of freight), . . . . .	78 tons.
Average number of cars in freight-train, . . . . .	8
Average number of persons employed, . . . . .	29

## DESCRIPTION OF ROAD.

Main line of road from North Abington to Hanover, . . . . .	8 miles.
Main line of road in Massachusetts, . . . . .	8 "
Total road belonging to this company, . . . . .	8 "
Sidings and other tracks not above enumerated, . . . . .	1 "
Same in Massachusetts, . . . . .	1 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	9 "
Same in Massachusetts, . . . . .	9 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	5 "
[Weights per yard, 50 pounds.]	
Total miles of road operated by this company, . . . . .	8 "
Total miles of road operated by this company in Massachusetts, . . . . .	8 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	4
Number of telegraph offices in same, . . . . .	1
Number of stations on all roads owned by this company, . . . . .	4
Same in Massachusetts, . . . . .	4

## EQUIPMENT.

Number of locomotives, . . . . .	3
Number of passenger-cars, . . . . .	4
Number of baggage, mail and express cars, . . . . .	2
Number of freight-cars (basis of 8 wheels), . . . . .	18

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	28 tons.
Average weight of locomotives in working order, . . . . .	25 "
Maximum weight of tenders full of fuel and water, . . . . .	15 "
Average weight of tenders full of fuel and water, . . . . .	12 "
Maximum weight of passenger-cars, . . . . .	16 "
Average weight of passenger-cars, . . . . .	16 "
Average weight of mail and baggage cars, . . . . .	12 "
Average weight of 8-wheel box freight-cars, . . . . .	8 "
Average weight of 8-wheel platform-cars, . . . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	28 feet.
Total length of heaviest engine and tender over all, . . . . .	48 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union, . . . . .	2 miles.
Number of miles of road operated by your company not furnished with telegraph facilities, . . . . .	6 "
From Rockland to Hanover (telephone instead of telegraph), . . . . .	6 "

## BRIDGES.

Number of crossings of highways at grade, . . . . .	18
Number of crossings at which gates or flagmen are maintained, . . . . .	2
Number of crossings at which there are neither signals nor flagmen, . . . . .	16

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	3.40 cents.
Average rate of fare per mile received from passengers to and from other roads, . . . . .	2.19 "

Average rate of fare per mile for season-ticket passengers, .	1.40 cents.
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, .	2.01 "
Average rate of local freight per ton per mile, .	3.61 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, .	3.27 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight, .	3.91 "
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . \$160,000 00	
Capital stock authorized by votes of company, . . . 160,000 00	
Capital stock issued (number of shares, 1,238); amount paid in, . . .	\$123,800 00
Capital stock paid in on shares not issued, . . .	150 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	123,950 00
Total number of stockholders, . . . 78	
Number of stockholders in Massachusetts, . . . 76	
Amount of stock held in Massachusetts, . . . \$122,850 00	
<b>DEBT.</b>	
Funded debt as follows:	
Mortgage bonds due 1888-90, rate of interest 5 per cent., .	\$10,000 00
Interest paid on same during year, . . . \$500 00	
Mortgage bonds due 1885-88, rate of interest 5 per cent., .	5,000 00
Interest paid on same during year, . . . \$250 00	
TOTAL AMOUNT OF FUNDED DEBT, . . .	\$15,000 00

#### NAME AND RESIDENCE OF OFFICERS.

E. Y. Perry, *President*, South Hanover, Mass. Albert Culver, *Treasurer*, Rockland, Mass. Calvin T. Phillips, *Clerk of Corporation*, South Hanover, Mass.

#### NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. Y. Perry, South Hanover, Mass. R. J. Lane, Rockland, Mass. E. Q. Sylvester, Hanover, Mass. L. C. Waterman, Hanover, Mass. Albert Culver, Rockland, Mass.

#### PROPER ADDRESS OF THE COMPANY. HANOVER BRANCH RAILROAD COMPANY, SOUTH HANOVER, MASS.

E. Y. PERRY,  
ALBERT CULVER,  
L. C. WATERMAN,  
*Directors.*  
ALBERT CULVER,  
*Treasurer.*

#### COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. ROCKLAND, Nov. 10, 1886. Then personally appeared E. Y. Perry, Albert Culver and L. C. Waterman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ZENAS JENKINS,  
*Justice of the Peace.*

# REPORT

## OF THE

### HOLYOKE & WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the New Haven & Northampton Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$28,443 09
Total expense (including taxes), . . . . .	1,118 95
Net income, . . . . .	27,324 14
Interest accrued during year: . . . . .	17,600 00
On funded debt, . . . . .	\$17,600 00
Dividends declared (4 per cent.), . . . . .	10,400 00
Balance for the year (deficit), . . . . .	675 86
Balance at commencement of year, . . . . .	\$13,037 43
Add: Account settled, . . . . .	20 43
Balance at commencement of year, as so changed, . . . . .	13,057 86
Balance Sept. 30, 1886 (surplus), . . . . .	12,382 00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$155 00
Contingencies and miscellaneous, . . . . .	963 95
<b>TOTAL EXPENSES,</b> . . . . .	<b>\$1,118 95</b>
Balance Sheet, Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$522,268 89
Due from agents and companies, . . . . .	10,114 08
<b>TOTAL ASSETS,</b> . . . . .	<b>\$532,382 97</b>
LIABILITIES.	
Capital stock, . . . . .	\$260,000 00
Funded debt, . . . . .	260,000 00
Unfunded debt, viz.: . . . . .	97
Vouchers and accounts, . . . . .	\$0 97
Profit & Loss balance, . . . . .	12,382 00
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$532,382 97</b>

DESCRIPTION OF ROAD	
Main line of road from Holyoke to Westfield, . . . . .	10.32 miles.
Main line of road in Massachusetts, . . . . .	10.32 "
Branches owned by company, viz. :	
Side tracks to Mills (single track), . . . . .	6.90 "
Total length of branches owned by company, . . . . .	6.90 "
Total road belonging to this company, . . . . .	17.22 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	17.22 "
Same in Massachusetts, . . . . .	17.22 "
BRIDGES.	
Number of crossings of highways at grade, . . . . .	5
Number of crossings of highways over railroad, . . . . .	3
Number of crossings of highways under railroad, . . . . .	9
Number of highway bridges 18 feet above track, . . . . .	3
Number of highway bridges less than 18 feet above track, . . . . .	2
Number of crossings at which gates or flagmen are maintained, . . . . .	2
Number of crossings at which there are neither signals nor flagmen, . . . . .	3
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$350,000 00
Capital stock authorized by votes of company, . . . . .	260,000 00
Capital stock issued (number of shares, 2,600); amount paid in, . . . . .	\$260,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	260,000 00
Total number of stockholders, . . . . .	15
Number of stockholders in Massachusetts, . . . . .	14
Amount of stock held in Massachusetts, . . . . .	\$240,000 00
DEBT.	
Funded debt, as follows: —	
First mortgage bonds, due April, 1891, rate of interest 7 per cent., . . . . .	\$200,000 00
Interest paid on same during year, . . . . .	\$14,000 00
Second mortgage bonds, due April, 1898, rate of interest 6 per cent., . . . . .	60,000 00
Interest paid on same during year, . . . . .	\$3,600 00
TOTAL AMOUNT OF FUNDED DEBT, . . . . .	\$260,000 00

## NAME AND RESIDENCE OF OFFICERS.

J. C. Parsons,\* *President*, Holyoke, Mass. T. Merrick, *Vice-President*, Holyoke, Mass. Geo. W. Prentiss, *Treasurer*, Holyoke, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. C. Parsons,\* T. Merrick, G. H. Hills, A. H. Ryan, W. B. C. Pearsons, Jas. H. Newton, J. M. Clark, R. F. Killon and D. Sainte Marie, all of Holyoke, Mass.

\* Deceased.

PROPER ADDRESS OF THE COMPANY.  
HOLYOKE & WESTFIELD RAILROAD COMPANY,  
HOLYOKE, MASS.

---

TIMOTHY MERRICK,  
D. SAINTE MARIE,  
JAMES H. NEWTON,  
W. B. C. PEARSONS,  
JAMES M. CLARK,  
*Directors.*  
GEO. W. PRENTISS,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 12, 1886. Then personally appeared before me the above-named Timothy Merrick, D. Sainte Marie, James H. Newton, W. B. C. Pearsons, James M. Clark and Geo. W. Prentiss, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. B. O'DONNELL,  
*Justice of the Peace.*

# REPORT OF THE HORN POND BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This is merely the track of an ice company, and used only for the transportation of its ice. It is operated by the Boston & Lowell Railroad Corporation.]

Balance Sheet Sept. 30, 1886.	
<b>ASSETS.</b>	
Cost of road, . . . . .	\$15,238 46
<b>TOTAL ASSETS, . . . . .</b>	<b>\$15,238 46</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$2,000 00
Profit & Loss balance, . . . . .	13,238 46
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$15,238 46</b>
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from Woburn Branch to Horn Pond, . . . . .	.663 mile.
Main line of road in Massachusetts, . . . . .	.663 "
Total road belonging to this company, . . . . .	.663 "
Sidings and other tracks not above enumerated, . . . . .	.076 "
Same in Massachusetts, . . . . .	.076 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>.739 "</b>
Same in Massachusetts, . . . . .	.739 "
<b>BRIDGES.</b>	
Number of crossings of highways at grade, . . . . .	1
Number of crossings of highways over railroad, . . . . .	1
Number of highway bridges 18 feet above track, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	1
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$40,000 00
Capital stock authorized by votes of company, . . . . .	10,000 00
Capital stock issued (number of shares, 100); amount paid in, . . . . .	\$2,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,</b>	<b>2,000 00</b>
Total number of stockholders, . . . . .	9
Number of stockholders in Massachusetts, . . . . .	9
Amount of stock held in Massachusetts, . . . . .	\$2,000 00

## NAME AND RESIDENCE OF OFFICERS.

Horace O. Bright, *President*, Cambridge, Mass. Frank J. Bartlett, *Treasurer*, Malden, Mass. Wm. H. Preston, *Clerk of Corporation*, Somerville, Mass.



## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace O. Bright, Cambridge, Mass. Charles O. Gage, Arlington, Mass.  
Nelson Bartlett, Boston, Mass. Francis Hall, Boston, Mass. James H.  
Reed, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,  
76 STATE STREET, BOSTON, MASS.

---

H. O. BRIGHT,  
NELSON BARTLETT,  
JAMES H. REED, *Directors.*

FRANK J. BARTLETT,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1886. Then personally appeared Horace O. Bright,  
Nelson Bartlett and James H. Reed, and severally made oath to the truth of  
the foregoing statement by them subscribed, according to their best knowl-  
edge and belief.

E. P. COLLIER,  
*Justice of the Peace.*

REPORT  
OF THE  
LANCASTER RAILROAD COMPANY,  
FOR THE YEAR ENDING SEPTEMBER 30, 1886.  
[Partially constructed only.]

---

LANCASTER, MASS., NOV. 13, 1886.

*To the Honorable Board of Railroad Commissioners, Boston, Mass:—*

I beg to refer you to my letter and report for 1884 as stating the present condition of the Lancaster Railroad Company.

No change has occurred since that date.

Yours respectfully,

S. R. MERRICK, *Clerk.*

---

NAME AND RESIDENCE OF OFFICERS.

George A. Parker, *President*, Lancaster, Mass. S. R. Merrick, *Treasurer and Clerk of Corporation*, Lancaster, Mass.

---

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Geo. A. Parker, Lancaster, Mass. Geo. W. Howe, Lancaster, Mass. S. R. Merrick, Lancaster, Mass. A. R. Powers, Bolton, Mass. Robt. Codman Boston, Mass.

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PROPER ADDRESS OF THE COMPANY.

LANCASTER RAILROAD COMPANY,  
LANCASTER, MASS.

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. CLINTON, Nov. 13, 1886. Then personally appeared the above-named S. R. Merrick and made oath that the statement by him subscribed is to the best of his knowledge and belief true.

Before me,

ELISHA BRIMHALL,  
*Justice of the Peace.*

# REPORT

## OF THE

### LOWELL & ANDOVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$53,225 53
Total expense (including taxes), . . . . .	463 89
Net income, . . . . .	52,761 64
Interest accrued during year: . . . . .	10,800 00
On funded debt, . . . . . \$10,800 00	
Dividends declared (7 per cent.), . . . . .	35,000 00
Balance for the year (surplus), . . . . .	6,961 64
Balance at commencement of year, . . . . .	103,640 67
Balance Sept. 30, 1886 (surplus), . . . . .	110,602 31
ANALYSIS OF EARNINGS.	
Rents for use of road, . . . . .	\$52,500 00
Income from all other sources, viz.: . . . . .	725 53
Interest on daily balance in bank, . . . . . \$725 53	
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$53,225 53
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$125 00
Legal expenses, . . . . .	322 69
Contingencies and miscellaneous, . . . . .	1 00
TOTAL EXPENSES, . . . . .	\$448 69
Taxes, . . . . .	15 20
TOTAL EXPENSES AND TAXES, . . . . .	\$463 89
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Sale of land, . . . . . \$20 00	
NET REDUCTION FROM PROPERTY ACCOUNT FOR THE YEAR,	\$20 00
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$754,695 94
Cash, . . . . .	35,906 37
TOTAL ASSETS, . . . . .	\$790,602 31

LIABILITIES.	
Capital stock, . . . . .	\$500,000 00
Funded debt, . . . . .	180,000 00
Profit & Loss balance, . . . . .	110,602 31
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$790,602 31</b>

*Present or Contingent Liabilities not included in the Balance Sheet.*

Other liabilities, viz. :	
Land damages, estimated, . . . . .	\$5,000 00

DESCRIPTION OF ROAD.	
Main line of road from Lowell to Lowell Junction in Andover,	8.73 miles.
Main line of road in Massachusetts, . . . . .	8.73 "
Double track on main line, . . . . .	8.73 "
Same in Massachusetts, . . . . .	8.73 "
Branches owned by company, viz. :	
To Framingham & Lowell Railroad (single track), . . . . .	1.15 "
To Boston & Lowell Railroad (single track), . . . . .	.22 "
Total length of branches owned by company, . . . . .	1.37 "
Total length of branches owned by company in Massachusetts, . . . . .	1.37 "
Total road belonging to this company, . . . . .	10.10 "
Sidings and other tracks not above enumerated, . . . . .	3.94 "
Same in Massachusetts, . . . . .	3.94 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>22.77 "</b>
Same in Massachusetts, . . . . .	22.77 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	17.46 "
Number of stations on all roads owned by this company, . . . . .	6
Same in Massachusetts, . . . . .	6

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	6
Number of spans of iron bridges of 25 feet and upward, . . . . .	2
Aggregate length of same for single track (90 feet), . . . . .	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	7
Number of crossings of highways at grade, . . . . .	11
Number of crossings of highways over railroad, . . . . .	2
Number of crossings of highways under railroad, . . . . .	1
Number of highway bridges 18 feet above track, . . . . .	2
Height of lowest bridge above the rail, . . . . .	18 feet.
Number of crossings at which gates or flagmen are maintained, . . . . .	9
Number of crossings at which electric signals are maintained, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	3
Number of railroad-crossings over other railroads (specifying each) :	2
One crossing over the Boston & Lowell and Lowell & Lawrence railroads in the city of Lowell.	
One crossing over the Lowell & Lawrence Railroad in the town of Tewksbury.	

CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	unlimited.
Capital stock authorized by votes of company, . . . . .	\$500,000 00
Capital stock issued (number of shares, 5,000) ; amount paid in, . . . . .	\$500,000 00

TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		\$500,000 00
Total number of stockholders, . . . . .	139	
Number of stockholders in Massachusetts, . . . . .	130	
Amount of stock held in Massachusetts, . . . . .	\$465,300 00	
DEBT.		
Funded debt, as follows:—		
Bonds due July 1, 1894, rate of interest 6 per cent., . . . . .		\$180,000 00
Interest paid on same during year, . . . . .	\$10,800 00	

## NAME AND RESIDENCE OF OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Benj. Walker. *Treasurer and Clerk of Corporation*, Lowell, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frederick Ayer, Lowell, Mass. Arthur P. Bonney, Lowell, Mass. Jacob Nichols, Lowell, Mass. Frederick F. Ayer, Lowell, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates, Lowell, Mass. E. M. Sargent, Lowell, Mass. George Ripley, Andover, Mass. James T. Furber, Lawrence, Mass. Benj. Walker, Lowell, Mass.

## PROPER ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,  
LOWELL, MASS.

A. P. BONNEY,  
PRESCOTT C. GATES,  
E. M. SARGENT,  
O. H. MOULTON,  
JACOB NICHOLS,  
JAS. T. FURBER,  
*Directors.*  
BENJ. WALKER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 8, 1886. Then personally appeared A. P. Bonney, Prescott C. Gates, E. M. Sargent, O. H. Moulton, Jacob Nichols and Jas. T. Furber, directors, and Benj. Walker, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L A. CHASE,  
*Justice of the Peace.*

## REPORT

OF THE

## MARTHA'S VINEYARD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$5,126 45
Total expense (including taxes), . . . . .	4,670 39
Net income, . . . . .	456 06
Interest accrued during year: . . . . .	2,019 39
On funded debt, . . . . . \$2,000 00	
On other debt, . . . . . 19 39	
Balance for the year (deficit), . . . . .	1,563 33
Balance at commencement of year, . . . . .	29,172 39
Balance Sept. 30, 1886 (surplus), . . . . .	27,609 06
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$4,546 68
express and extra baggage, . . . . .	21 50
mails, . . . . .	200 00
Total earnings from passenger department, . . . . .	4,768 18
From through freight (to and from other roads), . . . . .	358 27
Total earnings from freight department, . . . . .	358 27
TOTAL INCOME FROM ALL SOURCES, . . . . .	5,126 45
ANALYSIS OF EXPENSES.	
Legal expenses, . . . . .	\$325 00
Insurance, . . . . .	76 00
Stationery and printing, . . . . .	104 07
Repairs of buildings, . . . . .	3 56
Repairs of road-bed and track, . . . . .	2,393 37
Repairs of locomotives, . . . . .	59 08
Fuel for locomotives, . . . . .	232 35
Oil and waste, . . . . .	72 52
Locomotive service, . . . . .	592 75
Repairs of passenger-cars, . . . . .	2 45
Passenger-train service, . . . . .	292 00
Agents and station service, . . . . .	493 00
TOTAL OPERATING EXPENSES, . . . . .	\$4,646 15
Taxes, . . . . .	24 24
TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$4,670 39

Balance Sheet Sept. 30, 1886.		
ASSETS.		
Cost of road, . . . . .	\$91,512 09	
Cost of equipment, . . . . .	14,081 00	
Lands in Edgartown, . . . . .	3,371 24	
Furniture, . . . . .	130 39	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$109,044 72</b>
Cash, . . . . .	\$467 16	
Debit balances, . . . . .	129 18	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>596 34</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$109,641 06</b>
LIABILITIES.		
Capital stock, . . . . .		\$40,000 00
Funded debt, . . . . .		40,000 00
Unfunded debt, viz.: . . . . .		2,032 00
Interest unpaid, . . . . .	\$2,000 00	
Dividends unpaid, . . . . .	6 00	
Vouchers and accounts, . . . . .	26 00	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>27,609 06</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$109,641 06</b>
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Other liabilities, viz.: . . . . .		
Samuel Osborn, Jr., has sued this company for about . . . . .		\$300 00
The company deny that they owe him this amount.		
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .		6,424
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>6,424</b>
Number of local passengers (including season), . . . . .		19,647
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>19,647</b>
Local passenger mileage (local passengers carried one mile), . . . . .		141,848
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>141,848</b>
Average number of cars in passenger-trains, . . . . .		2
Average number of persons employed, . . . . .		10
DESCRIPTION OF ROAD.		
Main line of road from Oak Bluffs to Katama, . . . . .		8.83 miles.
Main line of road in Massachusetts, . . . . .		8.83 "
Branches owned by company, viz.: . . . . .		
Katama to South Beach (single track), . . . . .	.45	"
Total length of branches owned by company, . . . . .	.45	"
Total road belonging to this company, . . . . .	8.78	"
Sidings and other tracks not above enumerated, . . . . .	.50	"
Same in Massachusetts, . . . . .	.50	"
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>9.28</b>	<b>"</b>
Same in Massachusetts, . . . . .	9.28	"
Total miles of road operated by this company, . . . . .	8.78	"
Total miles of road operated by this company in Massachusetts, . . . . .	8.78	"
Number of stations in Massachusetts on all roads operated by this company, . . . . .		4
Number of stations on all roads owned by this company, . . . . .		4
Same in Massachusetts, . . . . .		4

EQUIPMENT.	
Number of locomotives, . . . . .	1
Number of passenger-cars, . . . . .	8
Number of baggage, mail and express cars, . . . . .	1
GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . . . .	9 tons.
Maximum weight of passenger-cars, . . . . .	7 "
Average weight of passenger-cars, . . . . .	5 $\frac{3}{16}$ "
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	1
Number of crossings of highways at grade, . . . . .	4
Number of crossings at which there are neither signals nor flagmen, . . . . .	4
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	3 $\frac{1}{2}$ cents.
Average rate of fare per mile received from all passengers, . . . . .	3 $\frac{1}{2}$ "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . . \$40,000 00	
Capital stock authorized by vote of company, . . . . . 40,000 00	
Capital stock issued (number of shares, 400); amount paid in, . . . . .	\$40,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	40,000 00
Total number of stockholders, . . . . .	24
Number of stockholders in Massachusetts, . . . . .	22
Amount of stock held in Massachusetts, . . . . .	\$36,400 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due Nov. 19, 1894, rate of interest 5 per cent., . . . . .	\$40,000 00

## NAME AND RESIDENCE OF OFFICERS.

E. P. Carpenter, *President*, Foxborough, Mass. G. A. Carpenter, *General Passenger Agent*, Foxborough, Mass. J. T. Pease, *Treasurer*, Edgartown, Mass. Joel H. Hills, *Clerk of Corporation*, Newton, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Carpenter, Foxborough, Mass. G. N. Collins, Edgartown, Mass. Henry Ripley, Edgartown, Mass. Joel H. Hills, Newton, Mass. J. K. Baker, South Dennis, Mass. Laban Pratt, Neponset, Mass. Nath'l M. Jernegan, Cottage City, Mass.

## PROPER ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD RAILROAD COMPANY,  
EDGARTOWN, MASS.

E. P. CARPENTER,  
G. N. COLLINS,  
HENRY RIPLEY,  
LABAN PRATT,  
JOEL H. HILLS,  
*Directors,*  
J. T. PEASE,  
*Treasurer.*



## COMMONWEALTH OF MASSACHUSETTS.

DUKES COUNTY, ss. EDGARTOWN, Oct. 28, 1886. Then personally appeared E. P. Carpenter, G. N. Collins, Henry Ripley, and J. T. Pease, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. H. PEASE,

*Notary Public.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 16, 1886. Then personally appeared Laban Pratt and Joel H. Hills, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

FRANK A. DEARBORN,

*Notary Public.*

# REPORT

## OF THE

### MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is operated by the Milford & Woonsocket Railroad Company, upon terms not yet agreed upon.]

#### PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Land, land damages, and fences, . . . . .	\$195 23
TOTAL FOR CONSTRUCTION, . . . . .	195 23

#### Balance Sheet Sept. 30, 1886.

ASSETS.	
Cost of road, . . . . .	\$95,061 35
Lands and land damages paid, . . . . .	4,685 08
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$99,746 43</b>
Cash, . . . . .	297 07
<b>TOTAL ASSETS, . . . . .</b>	<b>\$100,043 50</b>
LIABILITIES.	
Capital stock, . . . . .	\$100,000 00
Unfunded debt, viz.: . . . . .	43 50
Vouchers and accounts, . . . . .	\$43 50
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$100,043 50</b>

#### DESCRIPTION OF ROAD.

Main line of road from Bellingham to Franklin, . . . . .	4.600 miles.
Main line of road in Massachusetts, . . . . .	4.600 "
Total road belonging to this company, . . . . .	4.600 "
Sidings and other tracks not above enumerated, . . . . .	.407 "
Same in Massachusetts, . . . . .	.407 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>5.007 "</b>
Same in Massachusetts, . . . . .	5.007 "
Number of stations on all roads owned by this company, . . . . .	1
Same in Massachusetts, . . . . .	1

#### BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . . . .	1
Aggregate length of same for single track (25 feet). . . . .	4
Number of crossings of highways at grade, . . . . .	3
Number of highway bridges 18 feet above track, . . . . .	4
Number of crossings at which there are neither signals nor flagmen, . . . . .	4

CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$100,000 00	
Capital stock authorized by votes of company, . . .	100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in, . . .		\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .		100,000 00
Total number of stockholders, . . .	25	
Number of stockholders in Massachusetts, . . .	24	
Amount of stock held in Massachusetts, . . .	\$98,800 00	

## NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. George Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. Moses Farnum, Franklin, Mass. Wm. F. Draper, Hopedale, Mass. E. S. Draper, Hopedale, Mass. E. K. Ray, Franklin, Mass. J. F. Ray, Franklin, Mass. Geo. W. Wiggin, Franklin, Mass. Geo. A. Draper, Hopedale, Mass. James M. Freeman, Franklin, Mass. Hiram Whiting, North Bellingham, Mass. J. B. Bancroft, Hopedale, Mass.

## PROPER ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,  
FRANKLIN, MASS.

JAMES P. RAY,  
JOSEPH G. RAY,  
GEORGE W. WIGGIN,  
MOSES FARNUM,  
JAMES M. FREEMAN,  
EDGAR K. RAY,  
JAMES F. RAY,

*Directors.*

JOSEPH G. RAY,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 30. 1886. Then personally appeared James P. Ray, Joseph G. Ray, Geo. W. Wiggin, Moses Farnum, James M. Freeman, Edgar K. Ray and James F. Ray, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

# REPORT

## OF THE

### MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income, . . . . .	\$51,618 17
Total expense (including taxes), . . . . .	42,689 77
Net income, . . . . .	8,928 40
Interest accrued during year: . . . . .	4,202 55
On funded debt, . . . . .	\$1,330 00
On other debt, . . . . .	2,872 55
Balance for the year (surplus), . . . . .	4,725 85
Balance at commencement of year (deficit), . . . . .	10,454 94
Balance Sept. 30, 1886 (deficit), . . . . .	5,729 09

#### ANALYSIS OF EARNINGS.

From local passengers, . . . . .	\$15,846 96
through passengers (to and from other roads), . . . . .	10,111 26
express and extra baggage, . . . . .	1,470 00
mails, . . . . .	830 25
Total earnings from passenger department, . . . . .	28,258 47
From local freight, . . . . .	11,022 83
through freight (to and from other roads), . . . . .	12,336 87
Total earnings from freight department, . . . . .	23,359 70
TOTAL INCOME FROM ALL SOURCES, . . . . .	51,618 17

#### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, . . . . .	\$3,094 59
Legal expenses, . . . . .	401 95
Insurance, . . . . .	85 00
Stationery and printing, . . . . .	391 27
Outside agencies and advertising, . . . . .	99 51
Contingencies and miscellaneous, . . . . .	2,539 10
Repairs of buildings, . . . . .	1,082 55
Repairs of fences, road-crossings and signs, . . . . .	850 38
Renewal of rails, . . . . .	182 89
Renewal of ties, . . . . .	833 92
Repairs of road-bed and track, . . . . .	7,070 99
Repairs of locomotives, . . . . .	652 79
Fuel for locomotives, . . . . .	5,930 76
Water supply, . . . . .	610 76
Oil and waste, . . . . .	437 94
Locomotive service, . . . . .	4,293 98
Repairs of passenger-cars, . . . . .	2,535 37
Passenger-train service, . . . . .	2,543 81
Passenger-train supplies, . . . . .	237 08
Mileage passenger-cars, . . . . .	22 74
Repairs of freight-cars, . . . . .	180 39
Freight-train service, . . . . .	1,271 86

## 136 MILFORD &amp; WOONSOCKET RAILROAD. [Jan.

Freight-train supplies, . . . . .	\$7 85
Mileage freight-cars, . . . . .	577 99
Telegraph expenses, . . . . .	242 92
Loss and damage, freight and baggage, . . . . .	38 30
Loss and damage, property and cattle, . . . . .	143 73
Personal injuries, . . . . .	392 50
Agents and station service, . . . . .	5,162 59
Station supplies, . . . . .	179 41
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$42,094 42</b>
<b>Taxes, . . . . .</b>	<b>595 35</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$42,689 77</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Superstructure, including rails, . . . . .	\$211 18
Freight and other cars, . . . . .	150 00
Other expenditures charged to property account : . . . . .	
Highway gate, . . . . .	283 94
Track scales, . . . . .	606 51
Railroad velocipede, . . . . .	65 00
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,316 63</b>
<b>Balance Sheet, Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Cost of road, . . . . .	\$170,744 33
Cost of equipment, . . . . .	34,450 01
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$205,194 34</b>
Cash, . . . . .	\$3,013 22
Due from agents and companies, . . . . .	2,805 53
Materials and supplies, . . . . .	4,489 62
Debit balances, . . . . .	510 07
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>10,818 44</b>
<b>Profit &amp; Loss balance, . . . . .</b>	<b>5,729 09</b>
<b>TOTAL ASSETS, . . . . .</b>	<b>\$221,741 87</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$148,600 00
Funded debt, . . . . .	19,000 00
Unfunded debt, viz. : . . . . .	54,141 87
Notes payable, . . . . .	\$49,546 92
Vouchers and accounts, . . . . .	4,594 95
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$221,741 87</b>
<b>MILEAGE, TRAFFIC, ETC.</b>	
Passenger-train mileage, . . . . .	53,396
Freight-train mileage, . . . . .	15,833
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>69,229</b>
Switching-train mileage, . . . . .	7,748
Other train mileage, . . . . .	1,860
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>78,837</b>
Number of season-ticket passengers, . . . . .	21,241

Number of local passengers (including season), . . . . .	98,878
Number of through passengers (to and from other roads), . . . . .	46,438
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	145,316
Local passenger mileage (local passengers carried one mile), . . . . .	588,009
Through passenger mileage (through passengers carried one mile), . . . . .	351,121
TOTAL PASSENGER MILEAGE, . . . . .	939,130
Number tons local freight, . . . . .	15,939
Number tons through freight (to and from other roads), . . . . .	34,686
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	50,625
Local freight mileage (tons local freight carried one mile), . . . . .	107,043
Through freight mileage (tons through freight carried one mile), . . . . .	319,332
TOTAL FREIGHT MILEAGE, . . . . .	426,375
Average weight of passenger-trains (exclusive of passengers), . . . . .	72,000 lbs.
Average number of cars in passenger-trains, . . . . .	2
Average weight of freight-trains (exclusive of freight), . . . . .	180,000 lbs.
Average number of cars in freight-train, . . . . .	10
Average number of persons employed, . . . . .	45
DESCRIPTION OF ROAD.	
Main line of road from Bellingham to Ashland, . . . . .	15.327 miles.
Main line of road in Massachusetts, . . . . .	15.327 "
Total road belonging to this company, . . . . .	15.327 "
Sidings and other tracks not above enumerated, . . . . .	1.606 "
Same in Massachusetts, . . . . .	1.606 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	16.933 "
Same in Massachusetts, . . . . .	16.933 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	3.877 "
[Weights per yard, 56 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Milford, Franklin & Providence Railroad, length, . . . . .	4.670 miles.
Total length of above roads, . . . . .	4.670 "
Total length of above roads in Massachusetts, . . . . .	4.670 "
Total miles of road operated by this company, . . . . .	19.997 "
Total miles of road operated by this company in Massachusetts, . . . . .	19.997 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	8
Number of stations on all roads owned by this company, . . . . .	4
Same in Massachusetts, . . . . .	4
EQUIPMENT.	
Number of locomotives, . . . . .	3
Number of passenger-cars, . . . . .	4
Number of freight-cars (basis of 8 wheels), . . . . .	3
Number of other cars, . . . . .	1

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1	-	1
Employees, . . . . .	-	1	-	-	-	1	-	1
Others, . . . . .	-	-	-	1	-	1	-	1

# 138 MILFORD & WOONSOCKET RAILROAD. [Jan.

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*December 29, 1885.* — Hayden Row station: J. J. Comba, mixed-train brakeman, right hand injured coupling engine number 2 to freight-car, resulting in the loss of one finger.

*February 2, 1886.* — Regular passenger-train number 8 struck and injured man named S. J. Onion, aged 82 years, walking on track near South Milford. Entirely recovered in a few weeks.

*August 16.* — Passenger named A. Gallagher of Hopkinton, Mass., jumped from regular train number 1 near Ashland, Mass., station, while train was in motion, receiving slight injuries to hands and one knee. No cause for jumping except his desire to save time in reaching shop where he was employed.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	32 tons.
Average weight of locomotives in working order, . . .	28 "
Maximum weight of tenders full of fuel and water, . . .	23 "
Average weight of tenders full of fuel and water, . . .	18 "
Maximum weight of passenger-cars, . . .	18 "
Average weight of passenger-cars, . . .	18 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	44 ft. 2 in.
Total length of heaviest engine and tender over all, . . .	
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Tel. Co., . . .	3.877 miles.
N. E. Tel. & Telegraph Co., . . .	3.877 "
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Ashland to Franklin, . . .	19.997 "
Are charges for the transportation of company's supplies included in the earnings as reported for your road?	
Coal for company's use included, other supplies not included.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings. 23 $\frac{27}{100}$ per ton 2,240 lbs.; 1,355 $\frac{11}{100}$ tons coal; amount, \$215 42.	
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . .	1
Number of crossings of highways at grade, . . .	21
Number of crossings of highways over railroad, . . .	1
Number of highway bridges 18 feet above track, . . .	1
Height of lowest bridge above the rail, . . .	21 feet.
Number of crossings at which gates or flagmen are maintained, . . .	4
Number of crossings at which there are neither signals nor flagmen, . . .	17
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	3.23 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads, . . .	2.02 "
Average rate of fare per mile for season-ticket passengers, . . .	1.24 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . . .	2.71 "
Average rate of local freight per ton per mile, . . .	10.30 "

Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . . . .	3.86 miles.
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight, . . . . .	5.47 "
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$200,000 00
Capital stock authorized by votes of company, . . . . .	148,600 00
Capital stock issued (number of shares, 1,486); amount paid in, . . . . .	\$148,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . . . .	148,600 00
Total number of stockholders, . . . . .	30
Number of stockholders in Massachusetts, . . . . .	28
Amount of stock held in Massachusetts, . . . . .	\$140,800 00
<b>DEBT.</b>	
Funded debt, as follows:	
First mortgage bonds, due June 1, 1891, rate of interest 7 per cent., . . . . .	\$19,000 00
Interest paid on same during year, . . . . .	\$1,330 00

**NAME AND RESIDENCE OF OFFICERS.**

George Draper, *President*, Hopedale, Mass. W. W. Jenckes, *Superintendent*, Milford, Mass. James E. Walker, *Treasurer*, Milford, Mass. James R. Davis, *Clerk of Corporation*, Milford, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

George Draper, Hopedale, Mass. Charles F. Claflin, Milford, Mass. James P. Ray, Franklin, Mass. John P. Daniels, Milford, Mass. William F. Draper, Hopedale, Mass. George E. Armstrong, Boston, Mass.

**PROPER ADDRESS OF THE COMPANY.**

MILFORD & WOONSOCKET RAILROAD COMPANY,  
MILFORD, MASS.

GEORGE DRAPER,  
CHARLES F. CLAFLIN,  
WM. F. DRAPER,  
JOHN P. DANIELS,  
*Directors.*  
JAMES E. WALKER,  
*Treasurer.*  
WALDO W. JENCKES,  
*Superintendent.*

**COMMONWEALTH OF MASSACHUSETTS.**

WORCESTER, ss. Nov. 6, 1886. Then personally appeared George Draper, Charles F. Claflin, Wm. F. Draper, John P. Daniels, directors, James E. Walker, treasurer, and Waldo W. Jenckes, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LOWELL E. FALES,  
*Justice of the Peace.*



# REPORT

## OF THE

### MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Cheeshire Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$12,750 00
Total expense (including taxes), . . . . .	62 00
Net income, . . . . .	12,688 00
Interest accrued during year: . . . . .	2,839 75
On funded debt, . . . . .	\$2,803 75
On other debt, . . . . .	36 00
Balance for the year (surplus), . . . . .	9,848 25
Balance at commencement of year, . . . . .	106,111 08
Balance Sept. 30, 1886 (surplus), . . . . .	115,959 33

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$367,701 26
Stock of Monadnock Railroad Company, . . . . .	3,090 00
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$370,791 26</b>
Cash, . . . . .	\$320 07
Due from agents and companies, . . . . .	2,250 00
<b>TOTAL CASH ASSETS,</b> . . . . .	<b>2,570 07</b>
<b>TOTAL ASSETS,</b> . . . . .	<b>\$373,361 33</b>
LIABILITIES.	
Capital stock, . . . . .	\$205,400 00
Funded debt, . . . . .	52,000 00
Unfunded debt, viz.: . . . . .	2 00
Dividends unpaid, . . . . .	\$2 00
Profit & Loss balance, . . . . .	115,959 33
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$373,361 33</b>

DESCRIPTION OF ROAD.	
Main line of road from Winchendon, Mass., to Peterborough, N. H., . . . . .	15.800 miles.
Main line of road in Massachusetts, . . . . .	2.038 "
Main line of road in New Hampshire, . . . . .	13.762 "
Total road belonging to this company, . . . . .	15.800 "

Sidings and other tracks not above enumerated, . . . . .	.700 miles.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	16.500 "
Same in Massachusetts, . . . . .	2.088 "
Number of stations on all roads owned by this company, . . . . .	5
Same in Massachusetts, . . . . .	1
<b>BRIDGES.</b>	
Number of crossings of highways at grade, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	1
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . \$350,000 00	
Capital stock authorized by votes of company . . . 250,000 00	
Capital stock issued (number of shares, 2,054); amount paid in, . . . . .	\$205.400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	205.400 00
Total number of stockholders, . . . . .	5
Number of stockholders in Massachusetts, . . . . .	2
Amount of stock held in Massachusetts, . . . \$102,400 00	
<b>DEBT.</b>	
Funded debt, as follows:—	
First mortgage bonds, due July 1, 1897, rate of interest 5 per cent., . . . . .	\$52,000 00
Interest paid on same during year, . . . \$2,803 75	

## NAME AND RESIDENCE OF OFFICERS.

Henry K. French, *President*, Peterborough, N. H. Peter Upton, *Auditor*,  
East Jaffrey, N. H. John H. Cutler, *Treasurer and Clerk of Corporation*,  
Peterborough, N. H.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. H. Fairbank, Winchendon, Mass. Peter Upton, East Jaffrey, N. H.  
O. H. Bradley, East Jaffrey, N. H. Henry K. French, Peterborough, N. H.  
Wm. G. Livingston, Peterborough, N. H. Rodney Wallace, Fitchburg, Mass.  
Edward C. Thayer, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.  
MONADNOCK RAILROAD COMPANY,  
PETERBOROUGH, N. H.

HENRY K. FRENCH,  
*President.*  
JOHN H. CUTLER,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Oct. 9, 1886. Then personally appeared John H. Cutler and Henry K. French, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

R. B. HATCH,  
*Justice of the Peace and Notary Public.*

# REPORT

## OF THE

### LESSEES OF THE MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$4,350 18
through passengers (to and from other roads), . . . . .	6,120 50
express and extra baggage, . . . . .	1,000 00
mails, . . . . .	694 49
<i>Total earnings from passenger department,</i> . . . . .	12,165 17
From local freight, . . . . .	9,544 65
through freight (to and from other roads), . . . . .	9,046 05
other sources, freight department, . . . . .	807 72
<i>Total earnings from freight department,</i> . . . . .	19,398 42
TOTAL TRANSPORTATION EARNINGS, . . . . .	31,563 59
Income from all other sources, viz.: . . . . .	1,188 58
Rents, station expenses, etc., . . . . .	\$1,188 58
 TOTAL INCOME FROM ALL SOURCES, . . . . .	 \$32,752 17
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$1,200 00
Stationery and printing, . . . . .	300 00
Repairs of bridges (including culverts and cattle-guards), . . . . .	68 08
Repairs of buildings, . . . . .	332 58
Repairs of fences, road-crossings and signs, . . . . .	249 50
Renewal of rails, . . . . .	686 15
[Number tons steel laid, 60.]	
Renewal of ties, . . . . .	2,641 98
[Number laid, 8,322.]	
Repairs of road-bed and track, . . . . .	5,419 84
Repairs of locomotives, . . . . .	883 42
Fuel for locomotives, . . . . .	3,322 53
[Tons of coal, 471; cords of wood, 399.]	
Oil and waste, . . . . .	245 57
Locomotive service, . . . . .	1,642 40
Repairs of passenger-cars, . . . . .	553 69
Passenger-train service, . . . . .	718 28
Passenger-train supplies, . . . . .	19 87
Repairs of freight-cars, . . . . .	49 30
Freight-train service, . . . . .	1,123 06
Mileage freight-cars, . . . . .	807 72
Telegraph expenses, . . . . .	70 50
Loss and damage, property and cattle, . . . . .	64 75
Agents and station service, . . . . .	1,949 97
Station supplies, . . . . .	10 00
 TOTAL OPERATING EXPENSES, . . . . .	 \$22,359 14
Taxes, . . . . .	1,408 99
 TOTAL OPERATING EXPENSES AND TAXES, . . . . .	 \$23,768 13

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	18,154
Freight-train mileage, . . . . .	6,575
TOTAL TRAIN MILEAGE, . . . . .	24,729
Number of local passengers (including season), . . . . .	12,795
Number of through passengers (to and from other roads), . . . . .	11,687
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	24,482
Local passenger mileage (local passengers carried one mile), . . . . .	121,662
Through passenger mileage (through passengers carried one mile), . . . . .	141,258
TOTAL PASSENGER MILEAGE, . . . . .	262,920
Number tons local freight, . . . . .	17,525
Number tons through freight (to and from other roads), . . . . .	13,857
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	31,382
Local freight mileage (tons local freight carried one mile), . . . . .	253,427
Through freight mileage (tons through freight carried one mile), . . . . .	205,947
TOTAL FREIGHT MILEAGE, . . . . .	459,374
Average weight of passenger-trains (exclusive of passengers), . . . . .	30 tons.
Average number of cars in passenger-trains, . . . . .	2
Average number of persons employed, . . . . .	20
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	4 000 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads, . . . . .	4.300 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . . . . .	4.000 "
Average rate of local freight per ton per mile, . . . . .	10.000 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . . . .	4.392 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight, . . . . .	4.047 "

WM. A. RUSSELL,  
EDWARD C. THAYER,  
G. W. RUSSELL,  
W. H. HILL, JR.,

*Directors of Cheshire Railroad Company, Lesses.*

F. H. KINGSBURY,  
*Treasurer.*

R. STEWART,  
*Superintendent.*

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1886. Then personally appeared Wm. A. Russell, Edward C. Thayer, G. W. Russell, Wm. H. Hill, Jr., F. H. Kingsbury and R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2D,  
*Justice of the Peace.*

# REPORT

## OF THE

### NANTUCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[A narrow-gauge road]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$7,431 40
Total expense (including taxes), . . . . .	5,706 23
Net income, . . . . .	1,725 18
Interest accrued during year, . . . . .	5,091 09
On funded debt, . . . . .	\$4,165 00
On other debt, . . . . .	926 09
Balance for the year (deficit), . . . . .	3,365 91
Balance at commencement of year, . . . . .	8,520 92
Balance Sept. 30, 1886 (surplus), . . . . .	5,155 01
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$6,840 85
local freight, . . . . .	590 55
TOTAL TRANSPORTATION EARNINGS, . . . . .	7,431 40
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$150 00
Insurance, . . . . .	81 00
Stationery and printing, . . . . .	50 60
Contingencies and miscellaneous, . . . . .	353 03
Repairs of buildings, . . . . .	11 78
Renewal of ties, . . . . .	1,200 20
[Number laid, 3,528.]	
Repairs of road-bed and track, . . . . .	1,751 72
Repairs of locomotives, . . . . .	30 98
Fuel for locomotives, . . . . .	579 19
[Tons of coal, 104.]	
Water supply, . . . . .	100 00
Oil and waste, . . . . .	79 54
Locomotive service, . . . . .	795 00
Repairs of passenger-cars, . . . . .	10 50
Passenger-train service, . . . . .	305 00
Passenger-train supplies, . . . . .	10 40
Repairs of freight-cars, . . . . .	10 00
Agents and station-service, . . . . .	56 00
Station supplies, . . . . .	10 25
TOTAL OPERATING EXPENSES, . . . . .	\$5,585 19
Taxes, . . . . .	121 03
TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$5,706 22

## Balance Sheet Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$156,904 67	
Cost of equipment, . . . . .	14,418 18	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$171,317 85</b>
Cash . . . . .	\$580 84	
Materials and supplies, . . . . .	834 60	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>1,415 44</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$172,733 29</b>
LIABILITIES.		
Capital stock, . . . . .		\$95,000 00
Funded debt, . . . . .		59,500 00
Unfunded debt, viz.: . . . . .		13,078 28
Interest unpaid, . . . . .	\$2,968 59	
Notes payable, . . . . .	9,201 19	
Vouchers and accounts, . . . . .	918 50	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>5,155 01</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$172,733 29</b>

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	11,214
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>11,214</b>
Number of local passengers (including season), . . . . .	22,020
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>22,020</b>
Local passenger mileage (local passengers carried one mile), . . . . .	242,220
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>242,220</b>
Number tons local freight, . . . . .	250
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>250</b>
Average number of cars in passenger-trains, . . . . .	3
Average number of persons employed, . . . . .	15

## DESCRIPTION OF ROAD.

Main line of road from Nantucket to Siasconset, . . . . .	11.160 miles.
Main line of road in Massachusetts, . . . . .	11.160 "
Total road belonging to this company, . . . . .	11.160 "
Sidings and other tracks not above enumerated, . . . . .	.800 "
Same in Massachusetts, . . . . .	.800 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>11.960 "</b>
Same in Massachusetts, . . . . .	11.960 "
Total miles of road operated by this company, . . . . .	11.160 "
Total miles of road operated by this company in Massachusetts, . . . . .	11.160 "
Number of stations on all roads owned by this company, . . . . .	3
Same in Massachusetts, . . . . .	3

## EQUIPMENT.

Number of locomotives (leased, 1; owned, 1), . . . . .	2
Number of passenger-cars (leased, 1; owned, 3), . . . . .	4
Number of freight-cars (basis of 8 wheels) (owned, 4), . . . . .	4

## BRIDGES.

Number of crossings of highways at grade, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	1

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	8.75 cents.
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$100,000 00
Capital stock authorized by votes of company, . . . . .	95,000 00
Capital stock issued (number of shares, 950); amount paid in, . . . . .	\$95,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	95,000 00
Total number of stockholders, . . . . .	75
Number of stockholders in Massachusetts, . . . . .	60
Amount of stock held in Massachusetts, . . . . .	\$83,100 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds due 1900, rate of interest 7 per cent., . . . . .	\$59,500 00
Interest paid on same during year, . . . . .	\$4,165 00

## NAME AND RESIDENCE OF OFFICERS.

Jonathan Dorr, *President*, Boston, Mass. Philip H. Folger, *Superintendent*, Boston, Mass. John H. Norton, *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jonathan Dorr, Boston, Mass. John H. Norton, Boston, Mass. James W. Cartwright, Boston, Mass. Philip H. Folger, Boston, Mass. Charles F. Coffin, Nantucket, Mass.

## PROPER ADDRESS OF THE COMPANY.

NANTUCKET RAILROAD COMPANY,  
81 MILK STREET, BOSTON, MASS.

JONATHAN DORR,  
JOHN H. NORTON,  
JAS. W. CARTWRIGHT,  
PHILIP H. FOLGER,  
*Directors.*  
JOHN H. NORTON,  
*Treasurer.*  
PHILIP H. FOLGER,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1886. Then personally appeared Jonathan Dorr, John H. Norton, Jas. W. Cartwright and Phillip H. Folger, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. W. WELLINGTON,  
*Justice of the Peace.*

# REPORT

## OF THE

### TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET BEACH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$9,927 43
Total expense (including taxes), . . . . .	9,659 13
Net income, . . . . .	268 30
Balance for the year (surplus), . . . . .	268 30
Balance at commencement of year, . . . . .	\$11,547 98
Deduct: Account charged off, . . . . .	88
Balance at commencement of year as so changed, . . . . .	11,547 65
Balance Sept. 30, 1886 (surplus), . . . . .	11,815 95
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	8,963 22
mails, . . . . .	320 67
<i>Total earnings from passenger department,</i> . . . . .	9,283 89
From local freight, . . . . .	91 20
<i>Total earnings from freight department,</i> . . . . .	91 20
TOTAL TRANSPORTATION EARNINGS, . . . . .	9,375 09
Income from all other sources, viz.: . . . . .	552 34
Interest, . . . . .	\$94 45
Sale of old material, . . . . .	457 89
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>9,927 43</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$450 00
Insurance, . . . . .	157 00
Stationery and printing, . . . . .	58 75
Outside agencies and advertising, . . . . .	38 28
Contingencies and miscellaneous, . . . . .	5 86
Repairs of buildings, . . . . .	7 53
Renewal of ties, . . . . .	253 00
[Number laid, 1,500.]	
Repairs of road-bed and track, . . . . .	2,499 26
Repairs of locomotives, . . . . .	65 18
Fuel for locomotives, . . . . .	1,717 31
[Tons of coal, 290.]	
Water supply, . . . . .	150 00
Oil and waste, . . . . .	152 37
Locomotive service, . . . . .	1,771 65
Repairs of passenger-cars, . . . . .	270 00
Passenger-train service, . . . . .	1,063 50



Passenger-train supplies, . . . . .		\$17 76
Telephone expenses, . . . . .		75 00
Loss and damage, property and cattle, . . . . .		13 00
Agents and station service, . . . . .		838 83
Station supplies, . . . . .		19 94
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$9,624 22</b>
<b>Taxes, . . . . .</b>		<b>34 91</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>		<b>\$9,659 13</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>		
Land, land damages and fences, . . . . .		\$7,107 91
TOTAL FOR CONSTRUCTION, . . . . .		7,107 91
Locomotives, paid on account of (number, 1), . . . . .		700 00
Other expenditures charged to property account:		
Purchase stock, . . . . .		4,075 00
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>		<b>11,882 91</b>
<b>Balance Sheet Sept. 30, 1886.</b>		
<b>ASSETS.</b>		
Total charged to property account, Sept. 30, 1885, . . . . .	\$11,691 16	
Total addition to property account, Sept. 30, 1886, . . . . .	11,882 91	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$23,574 07</b>
Cash, . . . . .	\$485 30	
Bills receivable, . . . . .	1,500 00	
Due from agents and companies, . . . . .	1,285 75	
Debit balances, . . . . .	12,570 90	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>15,841 95</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$39,416 02</b>
<b>LIABILITIES.</b>		
Unfunded debt, viz.: . . . . .		\$27,600 07
Notes payable, .. . . .	\$510 64	
Vouchers and accounts, . . . . .	27,089 43	
<b>Profit &amp; Loss balance, . . . . .</b>		<b>11,815 95</b>
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$39,416 02</b>
<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage, . . . . .		19,709
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>19,709</b>
Number of season-ticket passengers, . . . . .		4,205
Number of local passengers (including season), . . . . .		85,037
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>85,037</b>
Local passenger mileage (local passengers carried one mile), . . . . .		589,562
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>589,562</b>
Average number of cars in passenger-trains, . . . . .		2
Average number of persons employed, . . . . .		20

DESCRIPTION OF ROAD.	
Main line of road from Pemberton to Old Colony House, . . . . .	6.933 miles.
Main line of road in Massachusetts, . . . . .	6.933 "
Total road belonging to this company, . . . . .	6.933 "
Sidings and other tracks not above enumerated, . . . . .	2.535 "
Same in Massachusetts, . . . . .	2.535 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.468 "
Same in Massachusetts, . . . . .	9.468 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	1.000 mile.
Total miles of road operated by this company, . . . . .	6.933 miles.
Total miles of road operated by this company in Massachusetts, . . . . .	6.933 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	10
Number of telephone offices in same, . . . . .	3
Number of stations on all roads owned by this company, . . . . .	10
Same in Massachusetts, . . . . .	10
EQUIPMENT.	
Number of locomotives, . . . . .	4
Number of passenger-cars, . . . . .	12
Number of baggage, mail, and express cars, . . . . .	4
Number of freight-cars (basis of 8 wheels) . . . . .	4
Number of other cars, . . . . .	5
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	5
Number of crossings of highways at grade, . . . . .	4
Number of crossings at which gates or flagmen are maintained, . . . . .	2
Number of crossings at which there are neither signals nor flagmen, . . . . .	2
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .	1.44 cents.
Average rate of fare per mile for season ticket passengers, . . . . .	.77 "
Average rate of fare per mile received from all passengers, . . . . .	1.40 "

ARTHUR W. MOORS,  
*Trustee.*

WM. H. JEFFREY,  
*Acting Superintendent.*

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 20, 1886. Then personally appeared the above-named Arthur W. Moors and Wm. H. Jeffrey and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOS. O. BURDETT,  
*Justice of the Peace.*

## REPORT

OF THE

## NASHUA, ACTON &amp; BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Concord Railroad Company of New Hampshire.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$5,500 00
Net income, . . . . .	5,500 00
Interest accrued during year: . . . . .	30,225 51
On funded debt, . . . . . \$30,000 00	
On other debt, . . . . . 225 51	
Balance for the year (deficit), . . . . .	24,725 51
Balance at commencement of year, . . . . .	374,468 78
Balance Sept. 30, 1886 (deficit), . . . . .	399,194 29
Balance Sheet, Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$1,057,031 20
Debit balances, . . . . .	6,257 41
Profit & Loss balance, . . . . .	399,194 29
TOTAL ASSETS, . . . . .	\$1,462,482 90
LIABILITIES.	
Capital stock, . . . . .	\$500,000 00
Funded debt, . . . . .	500,000 00
Unfunded debt, viz.: . . . . .	462,482 90
Interest unpaid, . . . . . \$356,973 00	
Notes payable, . . . . . 105,509 90	
TOTAL LIABILITIES, . . . . .	\$1,462,482 90
DESCRIPTION OF ROAD.	
Main line of road from Nashua, N. H., to Acton, Mass., . . . . .	20.21 miles.
Main line of road in Massachusetts, . . . . .	15.46 "
Main line of road in New Hampshire, . . . . .	4.75 "
Total road belonging to this company, . . . . .	20.21 "
Sidings and other tracks not above enumerated, . . . . .	2.53 "
Same in Massachusetts, . . . . .	.85 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	22.74 "
Same in Massachusetts, . . . . .	16.31 "
Number of stations on all roads owned by this company, . . . . .	6
Same in Massachusetts, . . . . .	6

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, .	2
Aggregate length of same for single track (112 feet).	
Number of crossings of highways at grade, . . . .	2
Number of crossings of highways over railroad, . . . .	3
Number of highway bridges 18 feet above track, . . . .	2
Number of highway bridges less than 18 feet above track, . .	2
Number of crossings at which there are neither signals nor flagmen, . . . .	1
Number of railroad-crossings over other railroads (specify- ing each): . . . .	1
Stony Brook Railroad at Westford, Mass.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . \$600,000 00	
Capital stock authorized by votes of company, . . . . 500,000 00	
Capital stock issued (number of shares, 498); amount paid in, . . . .	\$498,100 00
Capital stock paid in on shares not issued (number shares, 19), . . . .	1,900 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . . .	500,000 00
Total number of stockholders, . . . . 188	
Number of stockholders in Massachusetts, . . . . 84	
Amount of stock held in Massachusetts, . . . . \$129,800 00	
DEBT.	
Funded debt as follows:—	
First mortgage bonds, due 1896, rate of interest 6 per cent.,	\$500,000 00

## NAME AND RESIDENCE OF OFFICERS.

John C. Moulton, *President*, Laconia, N. H. F. D. Cook, *Treasurer*,  
Nashua, N. H. John B. Goodrich, *Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John C. Moulton, Laconia, N. H. James W. Johnson, Boston, Mass.  
Fredk. Smythe, Manchester, N. H. Benj. A. Kimball, Concord, N. H. Jos.  
B. Clark, Manchester, N. H. John H. Pearsons, Concord, N. H. Chas. Wil-  
liams, Manchester, N. H. Jas. L. Stevens, Concord, N. H. H. A. Fuller,  
Pittsfield, N. H. E. H. Spalding, Nashua, N. H. W. R. Spalding, Lawrence,  
Mass. E. P. Brown, Nashua, N. H.

## PROPER ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,  
NASHUA, N. H.

JOHN C. MOULTON,  
*Director.*  
F. D. COOK,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Nov. 16, 1886. Then personally appeared F. D. Cook  
and John C. Moulton, and severally made oath to the truth of the foregoing  
statement by them subscribed, according to their best knowledge and belief.

G. F. HAMMOND,  
*Justice of the Peace.*

# REPORT

## OF THE

### NASHUA & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Lowell Railroad Corporation.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$83,514 79
Total expense (including taxes),	5,603 39
Net income,	77,911 40
Interest accrued during year :	17,585 89
On funded debt,	\$17,000 00
On other debt,	585 89
Dividends declared (7 per cent.),	56,000 00
Balance for the year (surplus),	4,325 51
Balance at commencement of year,	\$124,815 18
Deduct: Account of Boston & Lowell R. R.	
charged off by order of the directors,	7,500 00
Balance at commencement of year as so changed,	116,815 18
Balance Sept. 30, 1886 (surplus),	121,140 69
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$65,000 00
Income from all other sources, viz. :	18,514 79
Interest received,	\$17,388 79
Rent of house, North Chelmsford,	78 00
Land damages,	1,048 00
<b>TOTAL INCOME FROM ALL SOURCES,</b>	<b>\$83,514 79</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,705 00
Legal expenses,	2,974 94
Contingencies and miscellaneous,	923 45
<b>TOTAL EXPENSES,</b>	<b>\$5,603 39</b>
Balance Sheet, Sept. 30, 1886.	
ASSETS.	
Cost of road,	\$691,292 07
Cost of equipment,	218,242 95
<b>TOTAL PERMANENT INVESTMENTS,</b>	<b>\$909,535 02</b>
Cash,	\$34,129 23
Bills receivable,	300,000 00
Due from agents and companies,	17,944 94
<b>TOTAL CASH ASSETS,</b>	<b>352,074 17</b>
<b>TOTAL ASSETS,</b>	<b>\$1,261,609 19</b>

LIABILITIES.	
Capital stock, . . . . .	\$800,000 00
Funded debt, . . . . .	800,000 00
Unfunded debt, viz. : . . . . .	40,468 50
Interest unpaid, . . . . .	\$453 00
Dividends unpaid, . . . . .	29,015 50
Notes payable, . . . . .	11,000 00
Profit & Loss balance, . . . . .	121,140 69
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$1,261,609 19</b>
DESCRIPTION OF ROAD.	
Main line of road from Nashua to Lowell, . . . . .	14.500 miles.
Main line of road in Massachusetts, . . . . .	9.250 "
Main line of road in New Hampshire, . . . . .	5.250 "
Double track on main line, . . . . .	14.500 "
Same in Massachusetts, . . . . .	9.250 "
Total road belonging to this company, . . . . .	14.500 "
Sidings and other tracks not above enumerated, . . . . .	6.084 "
Same in Massachusetts, . . . . .	4.134 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, Same in Massachusetts, . . . . .</b>	<b>35.084 "</b>
<b>Total length of steel rails in tracks, not including steel-top rails, . . . . .</b>	<b>35.084 "</b>
Number of stations on all roads owned by this company, . . . . .	5
Same in Massachusetts, . . . . .	2
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,* . . . . .	2
Aggregate length of same for single track (162 feet). . . . .	
Aggregate length of same for double track (81 feet). . . . .	
Number of spans of stone bridges of 25 feet and upwards,* . . . . .	5
Aggregate length of same for single track (800 feet). . . . .	
Number of crossings of highways at grade,* . . . . .	5
Number of crossing of highways over railroad . . . . .	2
Number of highway bridges 18 feet above track, . . . . .	2
Number of crossings at which gates or flagmen are maintained, . . . . .	5
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$800,000 00
Capital stock authorized by votes of company, . . . . .	800,000 00
Capital stock issued (number of shares, 8,000); amount paid in, . . . . .	\$800,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . . . .</b>	<b>800,000 00</b>
Total number of stockholders, . . . . .	421
Number of stockholders in Massachusetts, . . . . .	198
Amount of stock held in Massachusetts, . . . . .	\$463,000 00
DEBT.	
Funded debt as follows:—	
Gold bonds due Aug. 1, 1893, rate of interest 6 per cent., . . . . .	\$200,000 00
Interest paid on same during year, . . . . .	\$12,000 00
Fire account bonds due July 1, 1900, rate of interest 5 per cent., . . . . .	100,000 00
Interest paid on same during year, . . . . .	\$5,000 00

\* In Massachusetts, on miles road owned.

## NAME AND RESIDENCE OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. J. W. White, *Treasurer*, Nashua, N. H. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Boston, Mass. Gedney K. Richardson, Boston, Mass. Jeremiah W. White, Nashua, N. H. Wm. W. Bailey, Nashua, N. H. Albert M. Shaw, Lebanon, N. H.

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## PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,  
NASHUA, N. H.

---

EDWIN MOREY,  
ALEXANDER COCHRANE,  
FREDERICK E. CLARKE,  
WILLIAM A. HASKELL,  
CHANNING CLAPP,  
W. POWELL MASON,

*Directors Boston & Lowell Railroad Corporation, Lessees.*

C. S. MELLEN,

*General Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1886. Then personally appeared Edwin Morey, Alex. Cochrane, Frederick E. Clarke, William A. Haskell, Channing Clapp and W. Powell Mason, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. CRAM,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1886. Then personally appeared C. S. Mellen and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

W. H. COOLIDGE,

*Justice of the Peace.*

# REPORT OF THE NEWBURYPORT RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Maine Railroad. Its operations are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$597,386 33
<b>TOTAL ASSETS, . . . . .</b>	<b>\$597,386 33</b>
LIABILITIES.	
Capital stock, . . . . .	\$220,340 02
Funded debt, . . . . .	300,000 00
Unfunded debt, viz.: . . . . .	77,046 31
Vouchers and accounts, . . . . .	\$77,046 31
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$597,386 33</b>
DESCRIPTION OF ROAD.	
Main line of road from { Bradford to Newburyport, } { Georgetown to Danvers, }	26.979 miles.
Main line of road in Massachusetts, . . . . .	26.979 "
Total road belonging to this company, . . . . .	26.979 "
Sidings and other tracks not above enumerated, . . . . .	3.282 "
Same in Massachusetts, . . . . .	3.282 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>30.261 "</b>
Same in Massachusetts, . . . . .	30.261 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	16.519 "
[Weights per yard, 60 pounds.]	
Number of stations on all roads owned by this company, . . . . .	9
Same in Massachusetts, . . . . .	9
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	3
Aggregate length of same for single track (104 feet), . . . . .	
Number of crossings of highways at grade, . . . . .	23
Number of crossings of highways over railroad, . . . . .	1
Number of crossings of highways under railroad, . . . . .	1
Number of highway bridges less than 18 feet above track, . . . . .	1
Height of lowest bridge above the rail, . . . . .	14.6 ft.
Number of crossings at which gates or flagmen are maintained, . . . . .	8
Number of crossings at which there are neither signals nor flagmen, . . . . .	20
Number of railroad-crossings at grade (specifying each): . . . . .	1
Eastern Division, B. & M. R. R., Newburyport.	



CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$430,000 00	
Capital stock authorized by votes of company. . . . .	202,100 00	
Capital stock issued (number of shares, 2,021); amount paid in, . . . . .		\$202,100 00
Capital stock paid in on shares not issued, . . . . .		18,240 02
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .		220,340 02
DEBT.		
Funded debt, as follows:—		
Bonds, . . . . .		\$300,000 00

## NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. William Merritt, Jr., *Superintendent*, Boston, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Malden, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Nathaniel G. White,\* Lawrence, Mass. Amos Paul, So. Newmarket, N. H. Nathaniel J. Bradlee, Boston, Mass. Wm. S. Stevens, Dover, N. H. James R. Nichols, Haverhill, Mass.

## PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD,  
BOSTON, MASS.

GEORGE C. LORD,  
NATH. J. BRADLEE,  
AMOS PAUL,  
JAMES R. NICHOLS,  
WM. S. STEVENS,  
*Directors.*  
AMOS BLANCHARD,  
*Treasurer.*  
JAS. T. FURBER,  
*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 17, 1886. Then personally appeared George C. Lord, Nathaniel J. Bradlee, Amos Paul, James R. Nichols, Wm. S. Stevens, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L B. HILDRETH,  
*Justice of the Peace.*

\* Deceased.

# REPORT

## OF THE

### NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to the Eastern Railroad Company, and is operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$6,865 37
Total expense (including taxes), . . . . .	1,040 29
Net income, . . . . .	5,825 08
Interest accrued during year: . . . . .	1,750 00
On funded debt, . . . . . \$1,750 00	
Dividends declared (8½ per cent.), . . . . .	3,395 00
Balance for the year (surplus), . . . . .	630 08
Balance at commencement of year, . . . . .	16,027 73
Balance Sept. 30, 1886 (surplus), . . . . .	16,707 81
ANALYSIS OF EARNINGS.	
Rents for use of road, . . . . .	\$6,000 00
Income from all other sources, viz.: . . . . .	865 37
Accretions to sinking fund, . . . . . \$860 37	
Rent of land, . . . . . 5 00	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$6,865 37</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$200 00
Outside agencies and advertising, . . . . .	4 55
Contingencies and miscellaneous, . . . . .	12 79
<b>TOTAL EXPENSES, . . . . .</b>	<b>217 34</b>
Taxes, . . . . .	822 95
<b>TOTAL EXPENSES AND TAXES, . . . . .</b>	<b>\$1,040 29</b>
Balance Sheet, Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$122,128 33
Cash, . . . . . \$823 83	
Sinking fund, . . . . . 15,755 65	
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>16,579 48</b>
<b>TOTAL ASSETS, . . . . .</b>	<b>\$138,707 81</b>

LIABILITIES.		
Capital stock, . . . . .		\$97,000 00
Funded debt, . . . . .		25,000 00
Profit & Loss balance, . . . . .		16,707 81
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$138,707 81</b>
DESCRIPTION OF ROAD		
Main line of road from B. & M. Railroad crossing to City Wharf, . . . . .		2.08 miles.
Main line of road in Massachusetts, . . . . .		2.08 "
Double track on main line, . . . . .		.15 "
Same in Massachusetts, . . . . .		.15 "
Total road belonging to this company, . . . . .		2.08 "
Sidings and other tracks not above enumerated, . . . . .		1.80 "
Same in Massachusetts, . . . . .		1.80 "
<b>TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK, Same in Massachusetts, . . . . .</b>		<b>4.03 "</b>
Number of stations on all roads owned by this company, . . . . .		1
Same in Massachusetts, . . . . .		1
BRIDGES.		
Number of crossings of highways at grade, . . . . .		4
Number of crossings of highways over railroad, . . . . .		3
Number of highway bridges 18 feet above track, . . . . .		3
Number of crossings at which gates or flagmen are maintained, . . . . .		2
Number of crossings at which there are neither signals nor flagmen, . . . . .		2
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued (number of shares, 970); amount paid in, . . . . .		\$97,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .</b>		<b>97,000 00</b>
Total number of stockholders, . . . . .		83
Number of stockholders in Massachusetts, . . . . .		80
Amount of stock held in Massachusetts, . . . . .	\$94,700 00	
DEBT.		
Funded debt, as follows:—		
Bonds due 1892, rate of interest 7 per cent., . . . . .		\$25,000 00
Interest paid on same during year, . . . . .	\$1,750 00	

## NAME AND RESIDENCE OF OFFICERS.

Albert Currier, *President*, Newburyport, Mass.    Albert W. Greenleaf, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles C. Dame, mayor, Newburyport, Mass.    Albert Currier, Newburyport, Mass.    Moses H. Fowler, Newburyport, Mass.    Philip H. Blumpey, Newburyport, Mass.    Henry M. Cross, Newburyport, Mass.    Henry B. Little, Newburyport, Mass.    William H. Swasey, Newburyport, Mass.

PROPER ADDRESS OF THE COMPANY.  
NEWBURYPORT CITY RAILROAD COMPANY,  
NEWBURYPORT, MASS.

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ALBERT CURRIER,  
*President.*

PHILIP H. BLUMPEY,  
CHARLES C. DAME (MAYOR),  
MOSES H. FOWLER,  
*Directors.*

ALBERT W. GREENLEAF,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 16, 1886. Then personally appeared Albert Currier, president, Philip H. Blumpey, Charles C. Dame (mayor), and Moses H. Fowler, directors, and Albert W. Greenleaf, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,  
*Justice of the Peace.*

## REPORT

OF THE

## NEW HAVEN &amp; NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

## GENERAL EXHIBIT FOR THE YEAR.

Total income,		\$842,509 09
Total expense (including taxes),		571,256 39
Net income,		271,252 70
Rentals Holyoke & Westfield Railroad:		28,448 09
Interest on bonds,	\$17,600 00	
50 per cent. surplus earnings over \$35,200 00	10,843 09	
Interest accrued during year:		232,425 25
On funded debt,	\$198,000 00	
On other debt,	84,425 25	
Balance for the year (surplus),		10,384 36
Balance at commencement of year,		391,801 81
Balance Sept. 30, 1886 (surplus),		402,186 17

## ANALYSIS OF EARNINGS.

From local passengers,		\$155,626 32
through passengers (to and from other roads),		63,427 14
express and extra baggage,		15,674 52
mails,		9,303 25
Total earnings from passenger department,		244,031 23
From local freight,		807,442 63
through freight (to and from other roads),		266,054 97
other sources, freight department,		17,216 20
Total earnings from freight department,		590,713 80
TOTAL TRANSPORTATION EARNINGS,		834,745 03
Rents for use buildings and grounds,		3,324 06
Income from all other sources, viz.:		4,440 00
Dividend on H. & W. stock,	\$800 00	
Interest on H. & W. bonds,	8,600 00	
Dividend on Southington Water Co.,	40 00	
TOTAL INCOME FROM ALL SOURCES,		\$842,509 09

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,		\$24,145 48
Legal expenses,		4,486 95
Insurance,		1,771 80
Stationery and printing,		4,807 61
Outside agencies and advertising,		1,800 38
Contingencies and miscellaneous,		5,041 75
Repairs of bridges (including culverts and cattle-guards),		24,952 68
Repairs of buildings,		16,749 34
Repairs of fences, road-crossings and signs,		2,023 86

Renewal of rails, [Number tons steel laid, 802,110.]	\$23,472 47
Renewal of ties, [Number laid, 45,786.]	18,294 40
Repairs of road-bed and track,	70,338 60
Repairs of locomotives,	43,068 23
Fuel for locomotives, [Tons of coal, 19,039.]	59,784 14
Water supply,	1,840 09
Oil and waste,	8,008 49
Locomotive service,	35,429 59
Repairs of passenger-cars,	31,145 74
Passenger-train service,	16,968 07
Repairs of freight-cars,	29,521 21
Freight-train service,	23,863 28
Mileage freight-cars,	16,915 90
Telegraph expenses,	2,015 21
Loss and damage, freight and baggage,	571 97
Personal injuries,	3,168 13
Agents and station service,	78,008 72
Station supplies,	2,597 05
<b>TOTAL OPERATING EXPENSES,</b>	<b>\$550,291 14</b>
Taxes,	20,965 25
<b>TOTAL OPERATING EXPENSES AND TAXES,</b>	<b>\$571,256 39</b>

## Balance Sheet Sept. 30, 1886.

ASSETS.		
Cost of road,	\$5,650,038 40	
Cost of equipment,	910,957 03	
Lands in New Haven,	19,372 81	
Stock of Holyoke & Westfield Railroad,	20,000 00	
Stock of Southington Water Company,	1,000 00	
Bonds of Holyoke & Westfield Railroad,	60,000 00	
<b>TOTAL PERMANENT INVESTMENTS,</b>		<b>\$6,661,368 24</b>
Cash,	\$51,125 14	
Bills receivable,	300 00	
Due from agents and companies,	73,216 98	
Materials and supplies,	84,220 36	
Sinking fund,	67,500 00	
<b>TOTAL CASH ASSETS,</b>		<b>276,362 48</b>
<b>TOTAL ASSETS,</b>		<b>\$6,937,730 72</b>
LIABILITIES.		
Capital stock,	\$2,460,000 00	
Funded debt,	3,900,000 00	
Unfunded debt, viz.:	175,544 55	
Interest unpaid,	\$63,995 00	
Dividends unpaid,	659 00	
Notes payable,	75,000 00	
Vouchers and accounts,	85,890 55	
<b>Profit &amp; Loss balance,</b>		<b>402,186 17</b>
<b>TOTAL LIABILITIES,</b>		<b>\$6,937,730 72</b>

*Present or Contingent Liabilities not included in the Balance Sheet.*

Bonds guaranteed by this company or a lien on its road, viz.:	\$260,000 00
Holyoke & Westfield 7 per cent., . . . . .	\$200,000 00
Holyoke & Westfield 6 per cent., . . . . .	60,000 00
<b>TOTAL,</b> . . . . .	<b>\$260,000 00</b>

**MILEAGE, TRAFFIC, ETC.**

Passenger-train mileage, . . . . .	398,520
Freight-train mileage, . . . . .	225,030
<b>TOTAL REVENUE-TRAIN MILEAGE,</b> . . . . .	<b>623,550</b>
Switching-train mileage, . . . . .	62,582
Other train mileage, . . . . .	13,058
<b>TOTAL TRAIN MILEAGE,</b> . . . . .	<b>699,190</b>
Number of local passengers (including season), . . . . .	442,046
Number of through passengers (to and from other roads), . . . . .	96,038
<b>TOTAL NUMBER OF PASSENGERS CARRIED,</b> . . . . .	<b>538,084</b>
Local passenger mileage (local passengers carried one mile), . . . . .	6,693,611
Through passenger mileage (through passengers carried one mile), . . . . .	2,941,517
<b>TOTAL PASSENGER MILEAGE,</b> . . . . .	<b>9,635,128</b>
Number tons local freight, . . . . .	268,363
Number tons through freight (to and from other roads), . . . . .	234,653
<b>TOTAL NUMBER TONS FREIGHT CARRIED,</b> . . . . .	<b>503,016</b>
Local freight mileage (tons local freight carried one mile), . . . . .	14,131,298
Through freight mileage (tons through freight carried one mile), . . . . .	14,932,839
<b>TOTAL FREIGHT MILEAGE,</b> . . . . .	<b>29,064,137</b>
Average number of persons employed, . . . . .	540

**DESCRIPTION OF ROAD.**

Main line of road from New Haven to Conway Junction, . . . . .	94.64 miles.
Main line of road in Massachusetts, . . . . .	43.48 "
Main line of road in Connecticut, . . . . .	51.26 "
Branches owned by company, viz.:	
Farmington to New Hartford (single track), . . . . .	14.09 "
Simsbury to Tariffville (single track), . . . . .	1 04 "
Northampton to Williamsburgh (single track), . . . . .	7.51 "
South Deerfield to Turner's Falls (single track), . . . . .	10 07 "
Total length of branches owned by company, . . . . .	32.71 "
Total length of branches owned by company in Massachusetts, . . . . .	17.58 "
Total length of branches owned by company in Connecticut, . . . . .	15.13 "
Total road belonging to this company, . . . . .	127.35 "
Sidings and other tracks not above enumerated, . . . . .	28.16 "
Same in Massachusetts, . . . . .	13.82 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b> . . . . .	<b>155.51 "</b>
Same in Massachusetts, . . . . .	74.88 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	138.00 "
[Weights per yard, 60 pounds.]	

*Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.*

Holyoke & Westfield Railroad, main line, branches and side tracks, length, . . . . .	17.22 miles.
Troy & Greenfield Railroad, Junction to North Adams, length, . . . . .	28.44 "
Total length of above roads, . . . . .	45.66 "
Total length of above roads in Massachusetts, . . . . .	45.66 "

Total miles of road operated by this company, . . . . .	173.01 miles.
Total miles of road operated by this company in Massachusetts, . . . . .	106.62 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	22
Number of telegraph offices in same, . . . . .	13
Number of stations on all roads owned by this company, . . . . .	28
Same in Massachusetts, . . . . .	13
<b>EQUIPMENT.</b>	
Number of locomotives, . . . . .	28
Number of passenger-cars, . . . . .	26
Number of parlor or sleeping cars, . . . . .	2
Number of baggage, mail and express cars, . . . . .	11
Number of freight-cars (basis of 8 wheels), . . . . .	134
Number of other cars, . . . . .	411

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	1	-	1	-	2	-
Employees, . . . . .	1	-	3	-	4	-	4	-
Others, . . . . .	-	-	2	-	2	-	2	3

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 24, 1885.*—John Carniff, brakeman, fell between cars while switching at Westfield; killed.

*January 11, 1886.*—Clinton A. Cone, brakeman, fell from train in Hoosac Tunnel; killed.

*January 25.*—Timothy Mack, passenger, placed on train by his friends, fell off at Leeds; run over and killed.

*May 4.*—John Cooney, crossing track at Main St., Westfield, struck by engine; killed.

*May 6.*—Patrick Welch, division-master Troy & Greenfield Railroad, killed near Charlemont while crossing between trains.

*September 12.*—Geo. E. Baldwin, engineer, killed in collision at Westfield.

*September 16.*—James Hickey, brakeman, killed by falling from train while switching at Westfield.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	84,100 lbs.
Average weight of locomotives in working order, . . . . .	68,000 "
Maximum weight of tenders full of fuel and water, . . . . .	51,220 "
Average weight of tenders full of fuel and water, . . . . .	44,500 "
Maximum weight of passenger-cars, . . . . .	56,000 "
Average weight of passenger-cars, . . . . .	47,000 "
Average weight of mail and baggage-cars, . . . . .	23,900 "
Average weight of 8-wheel box freight-cars, . . . . .	22,300 "
Average weight of 4-wheel box freight-cars, . . . . .	16,400 "



Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 feet.
Total length of heaviest engine and tender over all,	51 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union.	
<b>BRIDGES.</b>	
Number of trestle bridges of 25 feet length and upwards,*	1
Aggregate length of same for single track (87 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	62
Aggregate length of same for single track (3,544 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	5
Aggregate length of same for single track (541 feet).	
Number of crossings of highways at grade,*	48
Number of crossings of highways over railroad,	26
Number of crossings of highways under railroad,	33
Number of highway bridges 18 feet above track,	25
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	13½ ft.
Number of crossings at which gates or flagmen are maintained,	6
Number of crossings at which electric signals are maintained,*	3
Number of crossings at which there are neither signals nor flagmen,*	39
Number of railroad-crossings at grade (specifying each):*	1
B. & A. R. R. at Westfield.	
<b>RATES OF FARE, ETC.</b>	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.32 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.15 "
Average rate of fare per mile received from all passengers,	2.27 "
Average rate of local freight per ton per mile,	2.17 "
Average rate of freight per ton per mile received from freight to and from other roads,	1.78 "
Average rate of freight per ton per mile received from all freight,	1.97 "
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter,	\$5,000,000 00
Capital stock authorized by votes of company,	2,460,000 00
Capital stock issued (number of shares, 24,600); amount paid in,	\$2,460,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,460,000 00
Total number of stockholders,	249
Number of stockholders in Massachusetts,	40
Amount of stock held in Massachusetts,	\$138,100 00
<b>DEBT.</b>	
Funded debt as follows:	
Bonds due 1899, rate of interest 7 per cent.,	\$1,300,000 00
Interest paid on same during year,	\$91,000 00
Bonds due 1909, rate of interest 6 per cent.,	1,200,000 00
Interest paid on same during year,	\$72,000 00
Bonds due 1911, rate of interest 5 per cent.,	700,000 00
Interest paid on same during year,	\$35,000 00
Bonds due 1896, rate of interest 5 per cent.,	700,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$3,900,000 00

\* In Massachusetts, on miles road owned.

## NAME AND RESIDENCE OF OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. Stacy B. Opdyke, Jr., *Superintendent*, New Haven, Conn. Martin C. Parker, *General Freight Agent*, New Haven, Conn. Edward A. Ray, *General Passenger Agent, Treasurer and Clerk of Corporation*, New Haven, Conn.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles N. Yeamans, Westfield, Mass. George H. Watrous, New Haven, Conn. William D. Bishop, Bridgeport, Conn. Ezekiel H. Trowbridge, New Haven, Conn. Charles M. Pond, Hartford, Conn. Daniel Trowbridge, New Haven, Conn. Horatio G. Knight, Easthampton, Mass. George J. Brush, New Haven, Conn. Edward M. Reed, New Haven, Conn.

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## PROPER ADDRESS OF THE COMPANY.

THE NEW HAVEN & NORTHAMPTON COMPANY,  
No. 154 WATER STREET, NEW HAVEN, CONN.

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CHAS. N. YEAMANS,  
GEO. H. WATROUS,  
E. H. TROWBRIDGE,  
GEO. J. BRUSH,  
DANIEL TROWBRIDGE,  
E. M. REED,  
HORATIO G. KNIGHT,

*Directors.*

EDWARD A. RAY,

*Treasurer.*

S. B. OPDYKE, JR.,

*Superintendent.*

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## STATE OF CONNECTICUT.

NEW HAVEN, ss. Nov. 11, 1886. Then personally appeared Charles N. Yeamans, George H. Watrous, E. H. Trowbridge, George J. Brush, Daniel Trowbridge, E. M. Reed and Horatio G. Knight, directors, Edward A. Ray, treasurer, and S. B. Opdyke, Jr., superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CLARENCE E. THOMPSON,

*Commissioner of Superior Court.*

# REPORT

## OF THE

### NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by J. Gregory Smith and others.]

GENERAL EXHIBIT FOR THE YEAR.	
(Company's Account.)	
Rents received from leases and other rents, . . . . .	\$208,582 16
Interest, . . . . .	28,662 54
Total income, . . . . .	237,244 70
Repairs and improvements at Willimantic, Palmer, Amherst, etc., . . . . .	2,814 77
General expenses, . . . . .	7,892 51
Allowance to lessees in adjustment of account, . . . . .	13,353 83
Interest accrued during year: . . . . .	84,847 92
On funded debt, . . . . .	\$77,925 00
On other debt, . . . . .	6,922 92
Dividends declared (6 per cent.), . . . . .	90,000 00
Balance for the year (surplus), . . . . .	38,335 67
Balance at commencement of year, . . . . .	392,088 75
Balance Sept. 30, 1886 (surplus), . . . . .	436,424 42
ANALYSIS OF EARNINGS.	
(Lessees' Account.)	
From local passengers, . . . . .	\$124,901 04
through passengers (to and from other roads), . . . . .	91,027 25
express and extra baggage, . . . . .	10,250 50
mails, . . . . .	11,951 22
Total earnings from passenger department, . . . . .	238,130 01
local freight, . . . . .	168,881 57
through freight (to and from other roads), . . . . .	212,826 89
Total earnings from freight department, . . . . .	381,708 46
TOTAL TRANSPORTATION EARNINGS, . . . . .	619,838 47
Income from all other sources, viz.: . . . . .	9,861 66
Rent of buildings, tenements, etc., . . . . .	\$9,861 66
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$629,700 13
ANALYSIS OF EXPENSES.	
(Lessees' Account.)	
Salaries of general officers and clerks, . . . . .	\$3,708 48
Legal expenses, . . . . .	90 06
Insurance, . . . . .	2,400 00
Stationery and printing, . . . . .	3,042 13
Outside agencies and advertising, . . . . .	1,072 49
Contingencies and miscellaneous, . . . . .	2,876 19
Repairs of bridges (including culverts and cattle-guards), . . . . .	6,628 67
Repairs of buildings, . . . . .	6,344 10
Repairs of fences, road-crossings and signs, . . . . .	2,918 93
Renewal of ties, . . . . .	9,995 87
[Number laid, 32,464.]	

Repairs of road-bed and track, . . . . .	\$52,857 93
Repairs of locomotives, . . . . .	15,050 58
Fuel for locomotives, . . . . .	44,588 08
[Tons of coal, 10,770; cords of wood, 2,626.]	
Water supply, . . . . .	1,181 19
Oil and waste, . . . . .	4,828 56
Locomotive service, . . . . .	25,527 64
Repairs of passenger-cars, . . . . .	6,215 99
Passenger-train service, . . . . .	10,717 63
Passenger-train supplies, . . . . .	280 60
Repairs of freight-cars, . . . . .	14,293 38
Freight-train service, . . . . .	12,281 92
Freight-train supplies, . . . . .	287 82
Mileage freight-cars, . . . . .	24,376 91
Telegraph expenses, . . . . .	3,176 06
Loss and damage, freight and baggage, . . . . .	608 70
Loss and damage, property and cattle, . . . . .	1,231 50
Personal injuries, . . . . .	10 00
Agents and station service, . . . . .	67,763 82
Station supplies, . . . . .	3,279 80

TOTAL OPERATING EXPENSES, . . . . . \$327,635 08

Taxes, . . . . . 23,924 83

TOTAL OPERATING EXPENSES AND TAXES, . . . . . \$351,559 91

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

(Company's Account.)

Superstructure, including rails, . . . . . \$11,212 73

TOTAL FOR CONSTRUCTION, . . . . . 11,212 73

Balance Sheet Sept. 30, 1886.

ASSETS.

(Company's Account.)

Cost of road, . . . . .	\$2,812,674 36	
Cost of equipment, . . . . .	248,420 44	
Bonds of Brattleboro' & Whitehall R. R., . . . . .	150,000 00	
Steamboat property, . . . . .	93,170 00	

TOTAL PERMANENT INVESTMENTS, . . . . . \$3,304,264 80

Cash, . . . . .	\$44,610 56	
Debit balances, . . . . .	223,887 15	

TOTAL CASH ASSETS, . . . . . 268,497 71

TOTAL ASSETS, . . . . . \$3,572,762 51

LIABILITIES.

Capital stock, . . . . .	\$1,500,000 00
Funded debt, . . . . .	1,499,500 00
Unfunded debt, viz.: . . . . .	136,838 09
Interest unpaid, . . . . .	\$624 34
Dividends unpaid, . . . . .	1,213 75
Notes payable, . . . . .	135,000 00

Profit & Loss balance, . . . . . 436,424 42

TOTAL LIABILITIES, . . . . . \$3,572,762 51

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	257,228
Freight-train mileage, . . . . .	192,021
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	449,249
Switching-train mileage, . . . . .	114,575
Other train mileage, . . . . .	540
TOTAL TRAIN MILEAGE, . . . . .	564,364
Number of season-ticket passengers, . . . . .	32,312
Number of local passengers (including season), . . . . .	321,518
Number of through passengers (to and from other roads), . . . . .	150,182
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	471,700
Local passenger mileage (local passengers carried one mile), . . . . .	3,997,206
Through passenger mileage (through passengers carried one mile), . . . . .	3,180,369
TOTAL PASSENGER MILEAGE, . . . . .	7,177,575
Number tons local freight, . . . . .	135,895
Number tons through freight (to and from other roads), . . . . .	361,678
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	497,573
Local freight mileage (tons local freight carried one mile), . . . . .	5,034,590
Through freight mileage (tons through freight carried one mile), . . . . .	20,265,335
TOTAL FREIGHT MILEAGE, . . . . .	25,299,925
Average weight of passenger-trains (exclusive of passengers), . . . . .	246 tons.
Average number of cars in passenger-trains, . . . . .	7
Average weight of freight-trains (exclusive of freight), . . . . .	225 tons.
Average number of cars in freight-train, . . . . .	25
Average number of persons employed, . . . . .	484
DESCRIPTION OF ROAD.	
Main line of road from New London to Brattleboro', . . . . .	121.00 miles.
Main line of road in Massachusetts, . . . . .	54.00 "
Main line of road in Vermont, . . . . .	11.00 "
Main line of road in Connecticut, . . . . .	56.00 "
Total road belonging to this company, . . . . .	121.00 "
Sidings and other tracks not above enumerated, . . . . .	27.32 "
Same in Massachusetts, . . . . .	10.08 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	148.32 "
Same in Massachusetts, . . . . .	64.08 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	64.00 "
[Weights per yard, 57, 58 and 60 pounds.]	
Total miles of road operated by lessees, . . . . .	121.00 "
Total miles of road operated by lessees in Massachusetts, . . . . .	54.00 "
Number of stations in Massachusetts on all roads operated by lessees, . . . . .	19
Number of telegraph offices in same, . . . . .	10
Number of stations on all roads owned by this company, . . . . .	45
Same in Massachusetts, . . . . .	19
EQUIPMENT.	
Number of locomotives, . . . . .	23
Number of passenger-cars, . . . . .	13
Number of baggage, mail and express cars, . . . . .	14
Number of freight-cars (basis of 8 wheels), . . . . .	325
Number of other cars, . . . . .	7

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	-	-	-	-	-	-	-
Employees.	-	-	-	-	-	-	1	-
Others.	-	-	-	-	-	-	8	1

## GENERAL INFORMATION.

Maximum weight of locomotives in working order,	65.0 tons.
Average weight of locomotives in working order,	45.0 "
Maximum weight of tenders full of fuel and water,	24.5 "
Average weight of tenders full of fuel and water,	22.5 "
Maximum weight of passenger-cars,	25.0 "
Average weight of passenger-cars,	21.5 "
Average weight of mail and baggage cars,	19.0 "
Average weight of 8-wheel box freight-cars,	9.0 "
Average weight of 8-wheel platform-cars,	8.0 "
Average weight of 4-wheel platform-cars,	4.5 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 ft. 4 in.
Total length of heaviest engine and tender over all,	53 " 3 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union,	121.00 miles.

## BRIDGES.

Number of spans of timber bridges of 25 feet and upwards,*	31
Aggregate length of same for single track (3,867 feet).	
Number of crossings of highways at grade,*	39
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	3
Number of highway bridges 18 feet above track,	3
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	17 ft. 6 in.
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,*	38
Number of railroad-crossings at grade (specifying each):*	2
Boston & Albany, at Palmer and Barrett's Junction.	
Number of railroad-crossings over other railroads (specifying each):*	1
Fitchburg at Miller's Falls.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.30 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.86 "
Average rate of fare per mile for season-ticket passengers,	.72 "
Average rate of fare per mile received from all passengers,	3.00 "
Average rate of local freight per ton per mile,	3.50 cents.
Average rate of freight per ton per mile received from freight to and from other roads,	1.00 "
Average rate of freight per ton per mile received from all freight,	1.51 "

\* In Massachusetts, on miles road owned.

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$2,000,000 00
Capital stock authorized by votes of company, . . .	1,500,000 00
Capital stock issued (number of shares, 15,000); amount paid in, . . .	\$1,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . .	1,500,000 00
Total number of stockholders, . . .	334
Number of stockholders in Massachusetts, . . .	59
Amount of stock held in Massachusetts, . . .	\$318,100 00
DEBT.	
Funded debt, as follows:—	
Second mortgage bonds, due 1891, rate of interest 7 per cent., . . .	\$387,500 00
Interest paid on same during year, . . .	\$27,125 00
Consolidated bonds, due 1910, rate of interest 5 per cent., . .	812,000 00
Interest paid on same during year, . . .	\$40,600 00
Consolidated bonds, due 1910, rate of interest 4 per cent., . .	300,000 00
Interest paid on same during year, . . .	\$10,200 00
TOTAL AMOUNT OF FUNDED DEBT, . . .	\$1,499,500 00

## NAME AND RESIDENCE OF OFFICERS.

Robert Colt, *President*, New London, Conn. J. W. Hobart, *General Manager*, St. Albans, Vt. E. G. Lucas, *Auditor*, St. Albans, Vt. C. F. Spaulding, *Superintendent and General Freight Agent*, New London, Conn. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. Robert Colt, *Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Robert Colt, New London, Conn. William W. Billings, New London, Conn. William H. Barnes, New London, Conn. Benjamin Stark, New London, Conn. Augustus Brandegee, New London, Conn. Jonathan N. Harris, New London, Conn. C. A. Williams, New London, Conn. Thomas Ramsdell, Windham, Conn. C. H. Osgood, Norwich, Conn. William H. Hill, Boston, Mass. James A. Rumrill, Springfield, Mass.

## PROPER ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,  
NEW LONDON, CONN.

ROBT. COIT,  
AUGUSTUS BRANDEGEE,  
J. N. HARRIS,  
*Directors.*  
ROBT. COIT,  
*Treasurer.*  
C. F. SPAULDING,  
*Superintendent.*

## STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW LONDON, ss. Oct. 29, 1886. Then personally appeared Robert Colt, Augustus Brandegee, J. N. Harris and C. F. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JUSTUS A. SOUTHARD,  
*Notary Public.*

## REPORT

OF THE

## NEW YORK &amp; BOSTON INLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This company was organized and obtained Certificate of Incorporation, dated January 17, 1883, and has also filed with the Secretary of State certificate dated January 14, 1886, that the law has been complied with.]

## Balance Sheet Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .		\$145,451 81
Cash, . . . . .		66 31
<b>TOTAL ASSETS,</b> . . . . .		<b>\$145,518 12</b>
LIABILITIES.		
Capital stock, . . . . .		\$37,200 00
Capital stock (first assessment), . . . . .		45,260 00
Capital stock (second assessment), . . . . .		45,260 00
Unfunded debt, viz.: . . . . .		17,798 12
Notes payable, . . . . .	\$17,200 00	
Vouchers and accounts, . . . . .	598 12	
<b>TOTAL LIABILITIES,</b> . . . . .		<b>\$145,518 12</b>

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$500,000 00	
Capital stock authorized by votes of company, . . . . .	500,000 00	
Capital stock issued (number of shares, 372; amount paid in, . . . . .)		\$37,200 00
Capital stock paid in on shares not issued (number of shares 4,628), . . . . .		90,520 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,</b>		<b>127,720 00</b>
Total number of stockholders, . . . . .	38	
Number of stockholders in Massachusetts, . . . . .	29	
Amount of stock held in Massachusetts, . . . . .	\$78,590 00	

## NAME AND RESIDENCE OF OFFICERS.

George Cook, *President*, West Newton, Mass. George C. Hill, *Treasurer*, Boston, Mass. E. D. Hewins, *Clerk of Corporation*, Fitchburg, Mass.



NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George Cook, West Newton, Mass. H. A. Blood, Fitchburg, Mass. J. R. Bodwell, Hallowell, Me. Wm. Rotch, Boston, Mass. J. H. Buttrick, Lowell, Mass. Morgan Rotch, New Bedford, Mass. Moses Webster, Vinalhaven, Me. Charles R. Burleigh, Fitchburg, Mass. George C. Hill, Boston, Mass. Henry R. Parrott, Bridgeport, Conn. Wm. M. Thayer, Boston, Mass. Samuel L. Ham, Peabody, Mass. Charles H. Blood, Fitchburg, Mass. David K. Stevens, Malden, Mass. E. D. Hewins, Fitchburg, Mass.

PROPER ADDRESS OF THE COMPANY.

NEW YORK & BOSTON INLAND RAILROAD COMPANY OF MASSACHUSETTS.

No. 8 CONGRESS STREET, ROOM 22, BOSTON, MASS.

GEORGE COOK,  
*President.*

WM. ROTCH,  
H. A. BLOOD,  
GEORGE C. HILL,  
WM. M. THAYER,  
CHAS. H. BLOOD,  
J. R. BODWELL,  
D. K. STEVENS,  
GEORGE COOK,  
*Directors.*

GEORGE C. HILL,  
*Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1886. Then personally appeared George Cook, H. A. Blood, Geo. C. Hill, Wm. M. Thayer, Chas. H. Blood, J. R. Bodwell, D. K. Stevens and Wm. Rotch, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. D. HEWINS,  
*Justice of the Peace.*

## REPORT

OF THE

## NEW YORK &amp; NEW ENGLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$3,899,405 77
Total expense (including taxes),	2,620,605 64
Net income,	1,278,800 13
Rentals:	66,285 27
Newburgh, Dutchess, & Connecticut R.R. Co.,	\$32,522 78
Rhode Island & Massachusetts R. R. Co.,	20,000 00
Boston & Albany R. R. Co.,	5,062 49
Springfield & New London R. R. Co.,	4,250 00
Rockville R. R. Co.,	4,400 00
Interest accrued during year,	1,067,087 03
On funded debt,	\$894,950 00
On funded indebtedness incurred for purchase of property, secured by property purchased,	75,881 60
On other debt,	96,255 43
Dividends declared (7 per cent.) on \$1,900,000.00 preferred stock,	133,000 00
Boston Grain Elevator, loss operating,	1,318 04
Balance for the year (surplus),	11,159 79
Balance at commencement of year (deficit),	\$693,781 77
Add: Bad accounts charged off,	56,555 06
	\$750,336 83
Deduct:	
Premium on sale of preferred stock,	\$19,056 87
Premium on sale of second mortgage bonds,	14,747 00
Difference between par value and amount paid by company in purchase of second mortgage scaled bonds,	15,163 18
Amount transferred to construction having been charged to operating expenses in previous years operated by the receiver,	20,007 87
	\$68,974 92
Balance at commencement of year as so changed,	681,361 91
Balance Sept. 30, 1886 (deficit),	670,202 12
ANALYSIS OF EARNINGS.	
From local passengers,	\$921,143 81
through passengers (to and from other roads),	368,462 39
express and extra baggage,	100,451 19
mails,	46,658 95
Total earnings from passenger department,	1,436,716 34

From local freight, . . . . .	\$731,706 83
through freight (to and from other roads), . . . . .	1,530,772 35
Total earnings from freight department, . . . . .	2,262,479 18
TOTAL TRANSPORTATION EARNINGS, . . . . .	3,699,195 52
Income from all other sources, viz.: . . . . .	200,210 25
Hudson River Transfer, . . . . .	\$34,496 09
Rents, . . . . .	58,467 03
Wharves and docks, . . . . .	86,473 58
Miscellaneous, switching, etc., . . . . .	74,858 17
Boston Harbor Transfer, . . . . .	915 43
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$3,899,405 77</b>
<b>ANALYSIS OF EXPENSES.</b>	
Salaries of general officers and clerks, . . . . .	\$137,383 62
Legal expenses, . . . . .	40,031 61
Insurance, . . . . .	16,716 51
Stationery and printing, . . . . .	23,402 32
Outside agencies and advertising, . . . . .	9,667 01
Contingencies and miscellaneous, . . . . .	51,482 51
Repairs of bridges (including culverts and cattle-guards), . . . . .	44,810 78
Repairs of buildings, . . . . .	44,402 63
Repairs of fences, road-crossings and signs, . . . . .	23,075 23
Renewal of rails, . . . . .	29,339 19
[Number tons steel laid, 1,632.]	
Renewal of ties, . . . . .	52,075 22
[Number laid, 128,696.]	
Repairs of road-bed and track, . . . . .	285,541 41
Repairs of locomotives, . . . . .	219,761 44
Fuel for locomotives, . . . . .	319,068 21
[Tons of coal, 98,782.]	
Water-supply, . . . . .	20,287 25
Oil and waste, . . . . .	13,937 21
Locomotive service, . . . . .	208,668 41
Repairs of passenger-cars, . . . . .	70,015 50
Passenger-train service, . . . . .	90,999 52
Passenger-train supplies, . . . . .	13,539 74
Mileage passenger-cars, . . . . .	6,103 26
Repairs of freight-cars, . . . . .	115,594 98
Freight-train service, . . . . .	119,785 75
Freight-train supplies, . . . . .	12,112 40
Mileage freight-cars, . . . . .	2,886 36
Telegraph expenses, . . . . .	3 6,410 95
Loss and damage, freight and baggage, . . . . .	6,317 45
Loss and damage, property and cattle, . . . . .	12,020 33
Personal injuries, . . . . .	86,828 55
Agents and station service, . . . . .	403,521 01
Station supplies, . . . . .	83,558 30
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$2,499,364 65</b>
Taxes, . . . . .	121,240 99
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$2,620,605 64</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Grading and masonry, . . . . .	\$2,778 54
Bridging, . . . . .	126 40
Superstructure, including rails, . . . . .	97,159 11
Land, land damages and fences, . . . . .	32,535 87
Passenger and freight stations, wood-sheds, and water-stations, . . . . .	29,608 62

Engine-houses, car-sheds, and turn-table, . . . . .	\$1,685 06
Machine-shops, . . . . .	4,723 98
Engineering, agencies, salaries, and other expenses during construction, . . . . .	908 73
Underlying liens bought, . . . . .	1,112 62
New Transfer Wharf Float, Boston, . . . . .	13,415 83
<b>TOTAL FOR CONSTRUCTION, . . . . .</b>	<b>\$184,049 26</b>
Parlor and sleeping cars ( 1 dining-car), . . . . .	8,603 67
Passenger, mail and baggage cars, . . . . .	834 97
Freight and other cars, . . . . .	1,460 91
<b>TOTAL FOR EQUIPMENT, . . . . .</b>	<b>\$10,399 55</b>
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>194,448 81</b>
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Real estate, Brookline, . . . . .	\$16,368 66
Reduction in cost of stock in New England Transfer Co., . . . . .	8,400 00
Credit account, locomotive account, . . . . .	427 34
<b>Total credits to property accounts, . . . . .</b>	<b>20,196 00</b>
<b>NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .</b>	<b>\$174,252 81</b>

**Balance Sheet Sept. 30, 1886.**

**ASSETS.**

Cost of road, estimated, . . . . .	\$29,906,640 84	
Equipment (principal) in E. W. Clark & Co. car trust, . . . . .	130,000 24	
Cost of equipment, estimated equipment belonging company, . . . . .	3,675,644 34	
<b>Actual cost of road east of Waterbury, . . . . .</b>	<b>\$33,712,235 42</b>	
Extension west of Waterbury, . . . . .	2,689,217 71	
Stock of New England Transfer Co., . . . . .	87,500 00	
Bonds and stock of Connecticut Central R. R., . . . . .	290,377 69	
Steamer "Wm. T. Hart," cost, less depreciation, . . . . .	152,912 71	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$36,882,298 53</b>	
Cash, . . . . .	\$334,744 71	
Due from agents and companies, . . . . .	420,564 26	
Materials and supplies, . . . . .	216,601 63	
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>971,910 60</b>	
Profit & Loss balance, . . . . .	670,202 12	
<b>TOTAL ASSETS, . . . . .</b>	<b>\$38,524,406 25</b>	

**LIABILITIES.**

Capital stock, . . . . .		\$21,900,000 00
Common, . . . . .	\$20,000,000 00	
Preferred, . . . . .	1,900,000 00	
Funded debt: . . . . .		14,861,000 00
First mortgage 7 per cent., . . . . .	6,000,000 00	
First mortgage 6 per cent., . . . . .	4,000,000 00	
Second mortgage 6 per cent., . . . . .	3,363,000 00	
Second mortgage 3 per cent., . . . . .	998,000 00	

Funded indebtedness incurred for purchase of property, secured by property purchased: . . . . .	\$1,692,496 38
Real estate, . . . . .	\$1,646,532 00
Car Trust, principal, . . . . .	45,964 38
Unfunded debt, viz.: . . . . .	570,909 87
Interest unpaid, . . . . .	\$228,801 98
Dividends unpaid, . . . . .	66,500 00
Credit balances, . . . . .	112 50
Vouchers and accounts, . . . . .	275,495 89
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$88,524,406 25</b>

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	1,238,048
Freight-train mileage, . . . . .	1,020,982
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>2,259,030</b>
Switching-train mileage, . . . . .	612,769
Other train mileage, . . . . .	125,009
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>2,996,808</b>
Number of season-ticket passengers, . . . . .	803,560
Number of local passengers (including season), . . . . .	4,582,220
Number of through passengers (to and from other roads), . . . . .	658,686
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>5,240,906</b>
Local passenger mileage (local passengers carried one mile), . . . . .	47,640,899
Through passenger mileage (through passengers carried one mile), . . . . .	16,229,571
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>63,870,470</b>
Number tons local freight, . . . . .	538,337
Number tons through freight (to and from other roads), . . . . .	1,561,002
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>2,099,339</b>
Local freight mileage (tons local freight carried one mile), . . . . .	20,871,957
Through freight mileage (tons through freight carried one mile), . . . . .	114,598,376
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>135,470,333</b>
Average weight of passenger-trains (exclusive of passengers), . . . . .	132 tons.
Average number of cars in passenger-trains, . . . . .	8.64
Average weight of freight-trains (exclusive of freight), . . . . .	284 tons.
Average number of cars in freight-train, . . . . .	20.8
Average number of persons employed, . . . . .	3,045

## DESCRIPTION OF ROAD.

Main line of road from Boston to Hopewell Junction, . . . . .	215.04 miles.
Main line of road from Wicopee Junction to Fishkill-on-Hudson, . . . . .	1.80 "
Main line of road from Providence, R. I., to Willimantic, Conn., . . . . .	58.50 "
Main line of road in Massachusetts, . . . . .	52.00 "
Main line of road in New York, . . . . .	30.72 "
Main line of road in Rhode Island, . . . . .	26.32 "
Main line of road in Connecticut, . . . . .	166.30 "
Double track on main line, . . . . .	108.10 "
Same in Massachusetts, . . . . .	52.00 "
Branches owned by company, viz.:—	
Woonsocket Division, Cook Street to Woonsocket (single track), . . . . .	28.41 "
Ridge Hill Branch (single track), . . . . .	1.64 "
Dedham to main line at Dedham Junction (single track), . . . . .	1.52 "
Southbridge Branch, East Thompson to Southbridge (single track), . . . . .	17.37 "

Dorrance Street Branch, Providence, R. I. (single track), .	.82 miles.
Freight Branch, Hartford, Conn. (single track), .	.67 "
Total length of branches owned by company, .	50.43 "
Total length of branches owned by company in Massachusetts, .	42.59 "
Total length of branches owned by company in Connecticut, .	6.02 "
Total length of branches owned by company in Rhode Island, .	1.82 "
Total road belonging to this company, .	325.77 "
Sidings and other tracks not above enumerated, .	120.91 "
Same in Massachusetts, .	39.98 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, .	554.78 "
Same in Massachusetts, .	186.57 "
Total length of steel rails in tracks, not including steel-top rails, .	401.78 "
[Weights per yard, 60 and 66 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company, under Lease or Contract.</i>	
Rhode Island & Massachusetts R. R., length, .	18.60 miles.
Springfield, Athol & N. Eastern, owned by B. & A. R. R., length, .	1.31 "
Norwich & Worcester R. R., length, .	66.40 "
Rockville Railroad, length, .	4.40 "
Springfield & New London R. R., length, .	7.17 }
Connecticut Central & Melrose Branch, length, .	27.51 }
Total length of above roads, .	120.89 "
Total length of above roads in Massachusetts, .	32.41 "
Total length of above roads in other States (specifying each):	87.98 "
In Connecticut — N. & W. .	49.07 }
Rockville, .	4.40 }
Connecticut Central & Melrose Br., .	27.51 }
In Rhode Island — Rhode Island & Massachusetts, .	7.00 "
Total miles of road operated by this company (not including N. & W. R. R.), .	379.76 "
Total miles of road operated by this company in Massachusetts (not including N. & W. R. R.), .	109.67 "
Number of stations in Massachusetts on all roads operated by this company (including N. & W. R. R.), .	70
Number of telegraph-offices in same (including N. & W. R. R.), .	32
Number of stations on all roads owned by this company, .	148
Same in Massachusetts, .	56
<b>EQUIPMENT.</b>	
Number of locomotives, .	147
Number of passenger-cars, .	149
Number of parlor or sleeping cars, .	3
Number of baggage, mail and express cars, .	41
Number of freight-cars (basis of 8 wheels), (leased, 250; owned, 3,815), .	3,565
Number of other cars, .	12

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	1	-	4	-	5	-	21
Employees, .	-	-	4	27	4	27	10	99
Others, .	-	-	7	9	7	9	18	29

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 23, 1885.* — South Boston: Peter Connelly, collar bone fractured in coupling cars.

*October 26.* — Norwood Centre: H. W. Jefferson, hand hurt while attempting to board train in motion.

*November 4.* — Franklin: John Doherty, foot caught between end of rails loaded on separate cars.

*November 14.* — Dudley Street: Harry Cook, fell through bridge while walking by side of train.

*November 21.* — Dudley Street: Unknown man, struck by train while walking on track. Killed.

*November 23.* — South Boston: George Ford, walked off end of car and fell to the ground.

*November 27.* — Winslows: William Martin, fell in jumping from one car to another on parallel track.

*December 5.* — Millville: H. L. Stoddard, struck by train while walking on track.

*December 9.* — Franklin: D. Fuller, train struck on road crossing. Fuller not hurt.

*January 5, 1886.* — South Boston: Daniel Connell, finger hurt while coupling cars.

*January 7.* — Dudley Street: S. P. Blackburn, sprained ankle in getting off car.

*January 15.* — Franklin: C. E. Holland, hand slightly injured while coupling cars.

*February 2.* — Franklin: Fred White, fell from box-car to flat while switching.

*February 6.* — Water shops: Thos. Donahue, fell from stock-car to ground while switching.

*February 8.* — Mattapan: Mrs. E. D. Lee, fell while boarding train.

*February 10.* — South Boston: Peter Hayes, finger jammed while loading pump in car.

*February 17.* — North Bellingham: George E. Deuel, fell from side of tender through culvert.

*February 24.* — Walpole: Frank C. Louby, struck on track by train approaching from rear. Killed.

*March 5.* — South Boston: D. L. Morton, ball of switch dropped on foot.

*March 5.* — South Boston: H. Connell, hand caught between dead blocks while coupling.

*March 10.* — Boston: Robert Wood, struck while standing near track.

*March 13.* — Dudley Street: Miss Foland, fell in getting off train, dress caught in something. Not hurt.

*March 17.* — Millville: William Driscoll, sprained foot in jumping from ground to car.

*March 30.* — Franklin: W. G. Davis, hand slightly jammed while making coupling.

*April 3.* — Winslows: J. C. Lane, fell on platform while getting off train.

*April 21.* — Millville: M. J. Conway, fell from hand-car while in motion. Killed.

*April 29.* — Blackstone: Edw. Sheridan, struck while walking on bridge.

*May 18.* — South Boston: J. J. Boyle, head caught between car and stick of timber on another car. Killed.

*May 20.* — Norwood: Mrs. Pendergast, struck by train while walking on track.

*May 26.* — South Boston: J. J. Stapleton, hand hurt while coupling cars.

*May 27.* — South Boston; Fred H. Parsons, thumb hurt while coupling cars.

*June 5.* — Hyde Park: Mrs. John Adams, in getting off car stepped between platform and car and fell.

*June 8.* — South Boston: Albert Burns, walked against train whilst passing by and knocked down.

*June 8.* — South Boston: John Linden, head jammed while loading barrel of oil.

*June 17.* — Readville: Edw. McKenna, run over while lying drunk on track.

*July 2.* — Readville: Thomas and John Donahoe, struck by train at grade crossing. Killed.

*July 6.* — Boston: James Webb, finger jammed in coupling car to engine.

*July 10.* — South Boston: John Carrigan, thumb caught between draw heads in switching.

*July 13.* — South Boston: J. O. Donahue, squeezed in body while coupling cars.

*July 28.* — Hyde Park: Edw. Hankard, struck by train while playing on bridge. Killed.

*July 31.* — South Boston: Michael Coyne, struck by gravel-train while working on track. Killed.

*August 1.* — Sandersdale: Robert A. Dudley, fell while descending from car.

*August 3.* — Blackstone: Henry Campbell, run over lying on track drunk. Killed.

*August 14.* — Boston: Mrs. Forbes, turned her ankle and fell while getting off train.

*August 9.* — Dover: Jerry Sullivan, struck by overhead bridge.

*August 20.* — Charles River: F. A. Mann, arm caught and slightly bruised in coupling.

*August 23.* — Millis: Elizabeth Shea, struck by train while walking on track.

*August 31.* — Franklin: Hugh McCloskey and Jos. Hood, run over while sitting under cars. One killed.

*September 1.* — South Boston: Michael Dayton, arm squeezed while coupling cars.

*September 13.* — South Boston: James Hamilton, finger hurt in coupling car to engine.

*September 13.* — Hyde Park: Morris O'Grady, fell and was run over while trying to board train. Killed.

*September 22.* — South Boston: Charles Cook, fell to ground while descending from top of car.

*September 30.* — Franklin: W. G. Davis, sprained ankle in jumping from engine.



## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	55 tons.
Average weight of locomotives in working order, . . .	40 "
Maximum weight of tenders full of fuel and water, . . .	33½ "
Average weight of tenders full of fuel and water, . . .	24½ "
Maximum weight of passenger-cars, . . .	22 "
Average weight of passenger-cars, . . .	19 "
Average weight of mail and baggage-cars, . . .	16 "
Average weight of 8-wheel box freight-cars, . . .	10 "
Average weight of 4-wheel box freight-cars, . . .	5 "
Average weight of 8-wheel platform cars, . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 ft. 11 in.
Total length of heaviest engine and tender over all, . . .	53 ft. 3 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Co., . . .	{ 2,335.4 miles of wire.

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . . .	12
Aggregate length of same for single track (1,170 feet). . . .	
Aggregate length of same for double track (1,297 feet). . . .	
Number of spans of stone bridges of 25 feet and upwards,* . . .	8
Aggregate length of same for double track (300 feet). . . .	
Number of spans of iron bridges of 25 feet and upwards,* . . .	21
Aggregate length of same for double track (1,156 feet). . . .	
Aggregate length of same for triple track (58 feet). . . .	
Number of spans of timber bridges of 25 feet and upwards,* . . .	23
Aggregate length of same for single track (666 feet). . . .	
Aggregate length of same for double track (1,235 feet). . . .	
Aggregate length of same for triple track (81 feet). . . .	
Number of crossings of highways at grade,* . . .	98
Number of crossings of highways over railroad, . . .	36
Number of crossings of highways under railroad, . . .	30
Number of highway bridges 18 feet above track, . . .	14
Number of highway bridges less than 18 feet above track, . . .	22
Height of lowest bridge above the rail : . . .	
On Woonsocket Division, . . .	13 ft. 9 in.
On main line, . . .	14 ft. 3 in.
Number of crossings at which gates or flagmen are maintained, . . .	20
Number of crossings at which electric signals are maintained,* . . .	2
Number of crossings at which there are neither signals nor flagmen,* . . .	76
Number of railroad-crossings at grade (specifying each) :* . . .	4
Old Colony R. R. at Walpole. . . .	
Old Colony R. R. at Medfield. . . .	
Milford, Franklin & Providence R. R. at Bellingham. . . .	
Norwich & Worcester R. R. at Webster. . . .	
Number of railroad-crossings over other railroads (specifying each) :* . . .	3
Boston & Providence R. R. at Readville. . . .	
Woonsocket Division at Woonsocket Junction. . . .	
Providence & Worcester R. R. at Blackstone. . . .	
Number of railroad-crossings under other railroads (specifying each) :* . . .	2
Old Colony R. R. at So. Boston. . . .	
Main line at Woonsocket Junction. . . .	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	2.096 cents.
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\* In Massachusetts, on miles road owned.

Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.270 cents.
Average rate of fare per mile for season-ticket passengers,	.808 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.019 "
Average rate of local freight per ton per mile,	3.510 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.840 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.670 "

## RELATING TO PASSENGERS.

Passengers to Boston (including season),	1,156,751
Passengers from Boston (including season),	1,142,812
Season-ticket passengers to and from Boston,	245,318

## CAPITAL STOCK.

Capital stock authorized by charter,	{ common, \$20,000,000 00 }	
	{ preferred, 5,000,000 00 }	
Capital stock authorized by votes of company,	{ common, \$20,000,000 00 }	
	{ preferred, 5,000,000 00 }	
Capital stock issued (number of shares: common, 193,180; preferred, 19,000.)		
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		\$21,900,000 00
Common,	\$20,000,000 00	
Preferred,	1,900,000 00	
Total number of stockholders,	{ common, 1,114 }	
	{ preferred, 190 }	
Number of stockholders in Massachusetts,	{ common, 679 }	
	{ preferred, 144 }	
Amount of stock held in Massachusetts,	{ common, \$4,686,400 00 }	
	{ preferred, 1,737,800 00 }	

## DEBT.

Funded debt, as follows:—		
First mortgage bonds due Jan. 1, 1905, rate of interest 7 per cent.,		\$6,000,000 00
Interest paid on same during year.*		
First mortgage bonds due Jan. 1, 1905, rate of interest 6 per cent.,		4,000,000 00
Interest paid on same during year.*		
Second mortgage bonds due Aug. 1, 1902, rate of interest 6 per cent.,	{ \$3,363,000 00 }	
8 per cent.,	{ 998,000 00 }	4,361,000 00
Interest paid on same during year,	\$320,765 00	
Funded indebtedness incurred for purchase of property, secured by property purchased:		
Note to B. & A. R. R., due Feb. 7, 1889, rate of interest 4 per cent.,	\$300,000 00	
Commonwealth of Massachusetts, due May 1, 1891, rate of interest 4 per cent.,	\$300,000 00	
Commonwealth of Massachusetts, due July 1, 1890, rate of interest 4 per cent.,	86,532 00	
Commonwealth of Massachusetts, due May 1, 1892, rate of interest 5 per cent.,	100,000 00	
		986,532 00
Mortgage note, Drake's Wharf, rate of interest 4½ per cent.,		125,000 00

\* The amount of First Mortgage Interest paid during the year was \$970,685.00 which includes both 6 and 7 per cent. bonds. Our accounts are not kept to show the amount of each separately.

Piper Wharf balance, . . . . .	\$235,000 00	
E. W. Clark & Co. Car Trust equipment (principal), . . . . .	45,964 38	\$1,692,496 38
Interest paid during year, . . . . .	\$75,881 60	
TOTAL AMOUNT OF FUNDED DEBT, . . . . .		\$16,053,496 38

## NAME AND RESIDENCE OF OFFICERS.

Charles P. Clark, *President*, Newton, Mass. William T. Hart, *Vice-President*, Boston, Mass. William H. Turner, *General Superintendent*, Hyde Park, Mass. Hiram W. Kochersperger, *Auditor*, Boston, Mass. E. G. Allen, Boston, Mass.; E. Holbrook, Hartford, Conn.; L. W. Palmer, Providence, R. I.; C. H. Platt, Fishkill-on-Hudson, N. Y.; E. H. Tucker, Needham, Mass., *Superintendents*. George H. Williams, *General Freight Agent*, Newton, Mass. A. C. Kendall, *General Passenger Agent*, Boston, Mass. George B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Clerk of Corporation*, Salem, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William T. Hart, Boston, Mass. Charles P. Clark, Newton, Mass. Francis L. Higginson, Boston, Mass. Eustace C. Fitz, Chelsea, Mass. Jesse Metcalf, Providence, R. I. W. F. Sayles, Pawtucket, R. I. Frederick J. Kingsbury, Waterbury, Conn. George M. Landers, New Britain, Conn. William D. Bishop, Bridgeport, Conn. George G. Haven, New York, N. Y. C. W. Amory, Boston, Mass. Russell Sage, New York, N. Y. George M. Rice, Worcester, Mass. Robert C. Martin, New York, N. Y. Chester Griswold, New York, N. Y. Stanton Blake, Boston, Mass. Wm. B. Dinsmore, New York, N. Y. A. J. Leith, New York, N. Y. William A. Tower, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

NEW YORK & NEW ENGLAND RAILROAD COMPANY,  
BOSTON, MASS.

CHARLES P. CLARK,  
WM. T. HART,  
WM. D. BISHOP,  
C. W. AMORY,  
EUSTACE C. FITZ,  
G. G. HAVEN,  
STANTON BLAKE,  
GEO. M. RICE,  
W. A. TOWER,  
CHESTER GRISWOLD,  
G. M. LANDERS,  
JESSE METCALF,  
F. L. HIGGINSON,  
FREDERICK J. KINGSBURY,  
*Directors.*  
GEO. B. PHIPPEN,  
*Treasurer.*  
W. H. TURNER,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1886. Then personally appeared Charles P. Clark, Wm. T. Hart, Wm. D. Bishop, C. W. Amory, Eustace C. Fitz, G. G. Haven, Stanton Blake, Geo. M. Rice, W. A. Tower, Chester Griswold, G. M. Landers, Jesse Metcalf, F. L. Higginson, Frederick J. Kingsbury, Geo. B. Phippen and W. H. Turner, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES W. PERKINS,

*Justice of the Peace.*

# REPORT

## OF THE

### NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$7,601,946 41
Total expense (including taxes), . . . . .	4,967,976 02
Net income, . . . . .	2,633,970 39
Rentals: . . . . .	420,730 00
Harlem River & Port Chester Railroad, . . . . .	\$170,000 00
Shore Line Railway, . . . . .	100,000 00
Boston & New York Air Line Railroad, . . . . .	146,730 00
Stamford & New Canaan Railroad, . . . . .	4,000 00
Interest accrued during year: . . . . .	80,000 00
On funded debt, . . . . .	\$80,000 00
Dividends declared (10 per cent.), . . . . .	1,550,000 00
Balance for the year (surplus), . . . . .	583,240 39
Balance at commencement of year, . . . . .	2,680,175 00
Balance Sept. 30, 1886 (surplus), . . . . .	3,263,415 39
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$2,601,847 35
through passengers (to and from other roads), . . . . .	1,443,590 93
express and extra baggage, . . . . .	277,166 06
mails, . . . . .	174,184 75
other sources, passenger department, . . . . .	180,259 87
Total earnings from passenger department, . . . . .	4,677,049 01
From local freight, . . . . .	909,617 85
through freight (to and from other roads), . . . . .	1,868,029 30
other sources, freight department, . . . . .	17,593 57
Total earnings from freight department, . . . . .	2,795,240 72
TOTAL TRANSPORTATION EARNINGS, . . . . .	7,472,289 73
Income from all other sources, viz.: . . . . .	129,656 68
Interest, . . . . .	\$18,208 64
Rents, . . . . .	111,448 04
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$7,601,946 41
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$90,908 27
Rents, . . . . .	192,146 66
Legal expenses, . . . . .	13,671 28
Insurance, . . . . .	182 78
Stationery and printing, . . . . .	22,152 72
Outside agencies and advertising, . . . . .	4,589 22
Contingencies and miscellaneous, . . . . .	16,507 33
Repairs of bridges (including culverts and cattle-guards), . . . . .	183,893 33
Repairs of buildings, . . . . .	193,770 92
Repairs of fences, road-crossings and signs, . . . . .	28,469 35
Renewal of rails, . . . . .	4,298 00
[Number tons steel laid, 153,500.]	
Renewal of ties, . . . . .	87,041 95
[Number laid, 187,187.]	

Repairs of road-bed and track, . . . . .	\$581,698 03
Repairs of locomotives, . . . . .	179,647 10
Repairs of tools and machinery, . . . . .	42,569 90
Fuel for locomotives, . . . . .	835,376 20
[Tons of coal, 105,852.]	
Water supply, . . . . .	25,207 40
Oil and waste, . . . . .	87,818 61
Locomotive service, . . . . .	264,175 15
Repairs of passenger-cars, . . . . .	246,967 89
Passenger-train service, . . . . .	212,119 07
Passenger-train supplies, . . . . .	20,293 53
Repairs of freight-cars, . . . . .	296,955 84
Freight-train service, . . . . .	190,363 15
Freight-train supplies, . . . . .	11,448 24
Horse haulage, . . . . .	7,527 00
Mileage freight-cars, . . . . .	95,203 39
Barge expenses, . . . . .	154,706 05
Telegraph expenses, . . . . .	36,353 33
Dock expenses, . . . . .	97,647 29
Loss and damage, freight and baggage, . . . . .	4,060 01
Loss and damage, property and cattle, . . . . .	22,395 24
Personal injuries, . . . . .	20,823 29
Agents and station service, . . . . .	823,489 88
Station supplies, . . . . .	117,112 49

TOTAL OPERATING EXPENSES, . . . . .	\$4,661,029 88
Taxes, . . . . .	306,946 14

TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$4,967,976 02
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PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

On account four-tracking road, . . . . .	\$95,391 35
TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .	95,391 35
Property sold (or reduced in valuation on the books) and credited to property accounts during the year:	
Land in New York sold (credited real estate), . . . . .	\$9,982 38
Total credits to property accounts, . . . . .	9,982 38

NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .	\$85,408 97
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Balance Sheet, Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$13,056,686 24	
Cost of equipment, . . . . .	2,479,326 35	
Lands in Massachusetts, . . . . .	142,914 10	
Lands in Connecticut and New York, . . . . .	728,112 18	
Docks and wharves, . . . . .	128,688 31	
New construction, . . . . .	229,009 90	
TOTAL PERMANENT INVESTMENTS, . . . . .		\$16,764,737 08
Cash, . . . . .	\$1,625,910 01	
Bills receivable, . . . . .	1,189,810 00	
Due from agents and companies, . . . . .	274,218 19	
Materials and supplies, . . . . .	866,170 36	
Sinking fund, . . . . .	1,184,257 55	
TOTAL CASH ASSETS, . . . . .		4,640,366 11
TOTAL ASSETS, . . . . .		\$21,405,103 19

LIABILITIES.	
Capital stock, . . . . .	\$15,500,000 00
Funded debt, . . . . .	2,000,000 00
Unfunded debt, viz.: . . . . .	641,687 80
Interest unpaid, . . . . .	\$26,666 67
Vouchers and accounts, . . . . .	615,021 13
Profit & Loss balance, . . . . .	3,263,415 39
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$21,405,108 19</b>
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Bonds guaranteed by this company, viz.: . . . . .	\$3,000,000 00
Bonds of Harlem River & Port Chester Railroad.	
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	2,576,385
Freight-train mileage, . . . . .	1,388,161
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>3,964,546</b>
Switching-train mileage, . . . . .	827,274
Other train mileage, . . . . .	181,423
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>4,973,243</b>
Number of season-ticket passengers, . . . . .	2,439,250
Number of local passengers (including season), . . . . .	7,372,495
Number of through passengers (to and from other roads), . . . . .	894,815
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>8,267,310</b>
Local passenger mileage (local passengers carried one mile), . . . . .	158,697,345
Through passenger mileage (through passengers carried one mile), . . . . .	67,465,299
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>226,162,644</b>
Number tons local freight, . . . . .	744,030
Number tons through freight (to and from other roads), . . . . .	1,632,165
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>2,376,195</b>
Local freight mileage (tons local freight carried one mile), . . . . .	25,189,843
Through freight mileage (tons through freight carried one mile), . . . . .	113,985,209
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>139,175,052</b>
Average weight of passenger-trains (exclusive of passengers), . . . . .	180 tons.
Average number of cars in passenger-trains, . . . . .	6
Average weight of freight-trains (exclusive of freight), . . . . .	260 tons.
Average number of cars in freight-trains, . . . . .	23
Average number of persons employed, . . . . .	4,119
DESCRIPTION OF ROAD.	
Main line of road from Harlem Railroad Junction, N. Y., to Springfield, Mass., . . . . .	123.200 miles.
Main line of road in Massachusetts, . . . . .	5.870 "
Main line of road in Connecticut, . . . . .	103.280 "
Main line of road in New York, . . . . .	14.050 "
Double track on main line, . . . . .	123.200 "
Same in Massachusetts, . . . . .	5.870 "
Branches owned by company, viz.: . . . . .	
Middletown (single track), . . . . .	10.000 "
New Britain (single track), . . . . .	3.000 "
Suffield (single track), . . . . .	4.500 "
<i>Total length of branches owned by company, . . . . .</i>	<i>17.500 "</i>
Total length of branches owned by company in Connecticut, . . . . .	17.500 "
Total road belonging to this company, . . . . .	140.700 "
Sidings and other tracks not above enumerated, . . . . .	89.115 "
Same in Massachusetts, . . . . .	5.760 "

<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	353.015 miles.
Same in Massachusetts, . . . . .	17.500 "
<b>Total length of steel rails in tracks, not including steel-top rails,</b>	261.059 "
[Weights per yard, 60 and 70 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Harlem River & Port Chester Railroad, length, . . . . .	11.80 miles.
Shore Line Railway, length, . . . . .	50.97 "
Boston & New York Air Line Railroad, length, . . . . .	50.00 "
Colchester Branch, length, . . . . .	8.59 "
Stamford & New Canaan Railroad, length, . . . . .	8.30 "
Total length of above roads, . . . . .	124.66 "
<b>Total length of above roads in other States (specifying each):</b>	
Connecticut, . . . . .	112.86 "
New York, . . . . .	11.80 "
Total miles of road operated by this company, . . . . .	265.36 "
Total miles of road operated by this company in Massachusetts, . . . . .	5.87 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	8
Number of telegraph-offices in same, . . . . .	1
Number of stations on all roads owned by this company, . . . . .	60
Same in Massachusetts, . . . . .	8
<b>EQUIPMENT.</b>	
Number of locomotives (leased, 7; owned, 125), . . . . .	132
Number of passenger-cars (leased, 7; owned, 263), . . . . .	270
Number of parlor or sleeping-cars (owned, 37), . . . . .	37
Number of baggage, mail, and express-cars (leased, 4; owned, 91), . . . . .	95
Number of freight-cars (basis of 8 wheels) (leased, 151; owned, 2,569), . . . . .	2,720
Number of other cars (leased, 1; owned, 56), . . . . .	57

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-	3	18
Employees, . . . . .	-	-	1	1	1	1	23	66
Others, . . . . .	-	-	2	-	2	-	50	20

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

December 3, 1885. — Chas. Cobin was killed at Springfield by train leaving New Haven 6.26 P.M.

February 24, 1886. — Lyman Allen was killed at Springfield by train leaving Springfield 6 P.M.

May 20. — C. J. Burnham, employee, slightly injured by switch-engine at Springfield.

June 4. — Henry Davis, employee, was killed while coupling cars at Springfield.



## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	56.00 tons.
Average weight of locomotives in working order, . . .	40.00 "
Maximum weight of tenders full of fuel and water, . . .	35.00 "
Average weight of tenders full of fuel and water, . . .	27.00 "
Maximum weight of passenger-cars, . . .	26.75 "
Average weight of passenger-cars, . . .	19.00 "
Average weight of mail and baggage cars, . . .	16.00 "
Average weight of 8-wheel box freight-cars, . . .	10.50 "
Average weight of 4-wheel box freight-cars, . . .	6.00 "
Average weight of 8-wheel platform-cars, . . .	8.50 "
Average weight of 4-wheel platform-cars, . . .	4.75 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	48 ft. 2 in.
Total length of heaviest engine and tender over all, . . .	55 " 8 "
What telegraph companies own a line on your right of way, and how many miles does each own?	
Western Union, . . .	257 06 miles.
Phelps' Induction, . . .	12 00 "
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Stamford, Conn., to New Canaan, Conn., . . .	8.30 "

## BRIDGES.

Number of spans of iron bridges of 25 feet and upwards,* . . .	1
Aggregate length of same for single track (56 feet). . .	
Aggregate length of same for double track (112 feet). . .	
Number of crossings of highways at grade,* . . .	9
Number of crossings of highways under railroad, . . .	3
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . .	8

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	2.56 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads, . . .	2.28 "
Average rate of fare per mile for season-ticket passengers, . . .	.57 "
Average rate of fare per mile <i>received</i> from all passengers, . . .	1.92 "
Average rate of local freight per ton per mile, . . .	3.65 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . .	1.64 "
Average rate of freight per ton per mile <i>received</i> from all freight, . . .	2.05 "

## CAPITAL STOCK.

Capital stock authorized by charter, . . . \$15,500,000 00	
Capital stock authorized by votes of company, 15,500,000 00	
Capital stock issued (number of shares, 155,000); amount paid in, . . .	\$15,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	15,500,000 00
Total number of stockholders, . . .	3,586
Number of stockholders in Massachusetts, . . .	502
Amount of stock held in Massachusetts, . . .	\$2,245,900 00

## DEBT.

Funded debt, as follows:	
First mortgage bonds, due 1903, rate of interest 4 per cent., . . .	\$2,000,000 00
Interest paid on same during year, . . .	\$80,000 00

\* In Massachusetts, on miles road owned.

## NAME AND RESIDENCE OF OFFICERS.

Geo. H. Watrous, *President*, New Haven, Conn. E. M. Reed, *Vice-President*, New Haven, Conn. O. M. Shepard, *General Superintendent*, New Haven, Conn. S. C. Fleetwood, *Auditor*, New York, N. Y. W. H. Stevenson, New York, N. Y.; C. S. Davidson, Hartford, Conn.; W. A. Waterbury, New Haven, Conn., *Superintendents*. Chas. Rockwell, *General Freight Agent*, New Haven, Conn. C. T. Hempstead, *General Passenger and Ticket Agent*, New York, N. Y. W. L. Squire, *Treasurer*, New York, N. Y. W. D. Bishop, Jr., *Clerk of Corporation*, Bridgeport, Conn.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Geo. H. Watrous, New Haven, Conn. E. M. Reed, New Haven, Conn. Wm. D. Bishop, Bridgeport, Conn. Wilson G. Hunt, New York, N. Y. Geo. N. Miller, New York, N. Y. A. R. Van Nest, New York, N. Y. Henry C. Robinson, Hartford, Conn. E. H. Trowbridge, New Haven, Conn. Nathaniel Wheeler, Bridgeport, Conn. C. M. Pond, Hartford, Conn. Chas. P. Clark, Newton, Mass. Joseph Park, New York, N. Y. C. M. Depew, New York, N. Y.

## PROPER ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,  
GRAND CENTRAL DEPOT, 42D STREET AND 4TH AVENUE,  
NEW YORK CITY, N. Y.

GEORGE N. MILLER,  
A. R. VAN NEST,  
HENRY C. ROBINSON,  
NATH'L WHEELER,  
WILSON G. HUNT,  
JOSEPH PARK,  
E. M. REED,  
E. H. TROWBRIDGE,  
WM. D. BISHOP,

*Directors.*

WM. L. SQUIRE,

*Treasurer.*

O. M. SHEPARD,

*General Superintendent.*

STATE, CITY AND COUNTY OF NEW YORK, ss. Nov. 13, 1886. Then personally appeared G. N. Miller, A. R. Van Nest, H. C. Robinson, N. Wheeler, W. G. Hunt, J. Park, E. M. Reed, E. H. Trowbridge and W. D. Bishop, directors, Wm. L. Squire, treasurer, and O. M. Shepard, general superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. S. MAY,

*Notary Public, N. Y. County (128).*

# REPORT

## OF THE

### NORTH BROOKFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$2,553 94
Total expense (including taxes), . . . . .	279 34
Net income,	2,274 60
Dividends declared (2 per cent.), . . . . .	2,000 00
Balance for the year (surplus), . . . . .	274 60
Balance at commencement of year, . . . . .	5,720 64
Balance Sept. 30, 1886 (surplus), . . . . .	5,995 24
ANALYSIS OF EARNINGS.	
Rents for use of road, . . . . .	\$2,432 01
Income from all other sources, viz.: . . . . .	121 93
Rent of hall, . . . . .	\$100 00
Interest, . . . . .	21 93
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$2,553 94</b>
ANALYSIS OF EXPENSES.	
Insurance, . . . . .	\$20 00
Contingencies and miscellaneous, . . . . .	58 23
<b>TOTAL OPERATING EXPENSES,</b> . . . . .	<b>\$78 23</b>
<b>Taxes,</b> . . . . .	<b>201 11</b>
<b>TOTAL OPERATING EXPENSES AND TAXES,</b> . . . . .	<b>\$279 34</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$105,456 79
Safe, . . . . .	75 00
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$105,531 79</b>
Cash, . . . . .	463 45
<b>TOTAL ASSETS,</b> . . . . .	<b>\$105,995 24</b>
LIABILITIES.	
Capital stock, . . . . .	\$100,000 00
Profit & Loss balance, . . . . .	5,995 24
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$105,995 24</b>

DESCRIPTION OF ROAD.	
Main line of road from North Brookfield to East Brookfield, .	4.160 miles.
Main line of road in Massachusetts, . . . . .	4.160 "
Total road belonging to this company, . . . . .	4.160 "
Sidings and other tracks not above enumerated, . . . . .	.490 "
Same in Massachusetts, . . . . .	.490 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, .	4.650 "
Same in Massachusetts, . . . . .	4.650 "
Number of stations on all roads owned by this company, .	1
Same in Massachusetts, . . . . .	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, .	1
Number of crossings of highways at grade, . . . . .	10
Number of crossings at which there are neither signals nor flagmen, . . . . .	10
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$100,000 00
Capital stock authorized by votes of company, . . . . .	100,000 00
Capital stock issued (number of shares, 1,000); amount paid in, . . . . .	\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .	100,000 00
Total number of stockholders, . . . . .	49
Number of stockholders in Massachusetts, . . . . .	48
Amount of stock held in Massachusetts, . . . . .	\$99,900 00

## NAME AND RESIDENCE OF OFFICERS.

Bonum Nye, *President*, North Brookfield, Mass. Alden Batcheller, *Vice-President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. Theodore C. Bates, *Clerk of Corporation*, North Brookfield, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Bonum Nye, North Brookfield, Mass. Alden Batcheller, North Brookfield, Mass. Theodore C. Bates, North Brookfield, Mass. John B. Dewing, North Brookfield, Mass. James Downey, North Brookfield, Mass. Alfred H. Batcheller, Boston, Mass. Francis Batcheller, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,  
NORTH BROOKFIELD, MASS.

BONUM NYE,  
ALDEN BATCHELLER,  
JOHN B. DEWING,  
JAMES DOWNEY,  
THEODORE C. BATES,  
*Directors.*  
JOHN B. DEWING,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 18, 1886. Then personally appeared Bonum Nye, Alden Batcheller, John B. Dewing, James Downey and Theodore C. Bates, directors of the North Brookfield Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. W. DELNEY,  
*Justice of the Peace.*

# REPORT

## OF THE

### NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income,	\$748,659 06
Total expense (including taxes),	474,282 53
Net income,	274,376 53
Rentals: New London Northern R. R. Co., for use of road,	40,475 00
Interest accrued during year:	24,157 52
On funded debt,	\$24,000 00
On other debt,	157 52
Dividends declared (8 per cent.),	207,824 00
Balance for the year (surplus),	1,920 01
Balance at commencement of year,	\$854,012 97
Deduct:	
Excess Div. No. 61, paid N. Y. & N. E. R. R. Co.,	\$447 39
Excess Div. No. 62, paid N. Y. & N. E. R. R. Co.,	545 50

\$992 89

Balance at commencement of year as so changed,	853,020 08
Balance Sept. 30, 1886 (surplus),	854,940 09

#### ANALYSIS OF EARNINGS.

From local passengers,	\$120,084 78
through passengers (to and from other roads),	72,977 81
express and extra baggage,	16,574 28
mails,	5,770 54
Total earnings from passenger department,	215,407 41
From local freight,	186,243 51
through freight (to and from other roads),	344,420 62
Total earnings from freight department,	530,664 13
TOTAL TRANSPORTATION EARNINGS,	746,071 54
Income from all other sources, viz.:	2,587 52
Rental,	\$2,587 52

TOTAL INCOME FROM ALL SOURCES, \$748,659 06

#### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$23,185 85
Legal expenses,	716 58
Insurance,	990 46
Stationery and printing,	3,948 49
Outside agencies and advertising,	1,873 74
Contingencies and miscellaneous,	20,091 07
Repairs of bridges (including culverts and cattle-guards),	11,819 93
Repairs of buildings,	7,173 18
Repairs of fences, road-crossings and signs,	659 04
Renewal of rails,	12,142 80
[Number tons steel laid, 728½%.]	
Renewal of ties,	5,940 77
[Number laid, 20,088.]	
Repairs of road-bed and track,	38,337 37
Repairs of locomotives,	27,073 55

Fuel for locomotives,	\$42,178 59
[Tons of coal, 12,703; cords of wood, 50.]	
Water supply,	3,616 14
Oil and waste,	2,130 83
Locomotive service,	37,733 85
Repairs of passenger-cars,	9,338 86
Passenger-train service,	14,153 40
Passenger-train supplies,	954 57
Repairs of freight-cars,	32,242 61
Freight-train service,	27,044 81
Freight-train supplies,	1,516 63
Mileage freight-cars,	15,785 72
Telegraph expenses,	3,744 49
Loss and damage, freight and baggage,	6,396 10
Loss and damage, property and cattle,	60 00
Personal injuries,	125 95
Agents and station service,	70,410 62
Station supplies,	4,495 32

TOTAL OPERATING EXPENSES,	\$425,881 32
Taxes,	48,401 21

TOTAL OPERATING EXPENSES AND TAXES,	\$474,282 53
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PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Passenger and freight stations, wood-sheds and water-stations (new freight station, Worcester),	\$36,787 02
Extension general offices,	16 25

TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$36,803 27
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Balance Sheet Sept. 30, 1886.

ASSETS.

Cost of road,	\$3,309,556 82
Cost of equipment,	179,750 67
Lands in Massachusetts and Connecticut,	3,107 08
Stock of Nor. & New York Trans. Co.,	270,000 00
TOTAL PERMANENT INVESTMENTS,	\$3,762,414 57
Cash,	850,898 43
Bills receivable,	189 36
Due from agents and companies,	149,060 88
Materials and supplies,	58,178 63
Debit balances,	24,240 00
TOTAL CASH ASSETS,	282,567 30
TOTAL ASSETS,	\$4,044,981 87

LIABILITIES.

Capital stock,	\$2,604,400 00
Funded debt,	400,000 00
Unfunded debt, viz.:	185,641 78
Interest unpaid,	\$26,240 00
Dividends unpaid,	3,023 00
Notes payable,	17,500 00
Vouchers and accounts,	138,878 78
Profit & Loss balance,	854,940 09
TOTAL LIABILITIES,	\$4,044,981 87

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	\$176,639
Freight-train mileage, . . . . .	171,290
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	347,929
Switching-train mileage, . . . . .	172,040
Other train mileage, . . . . .	15,878
TOTAL TRAIN MILEAGE, . . . . .	535,847
Number of season-ticket passengers, . . . . .	43,820
Number of local passengers (including season), . . . . .	460,735
Number of through passengers (to and from other roads, . . . . .	104,720
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	565,455
Local passenger mileage (local passengers carried one mile), . . . . .	5,693,612
Through passenger mileage (through passengers carried one mile), . . . . .	2,926,670
TOTAL PASSENGER MILEAGE, . . . . .	8,620,282
Number tons local freight, . . . . .	230,019
Number tons through freight (to and from other roads), . . . . .	459,730
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	689,749
Local freight mileage (tons local freight carried one mile), . . . . .	8,475,862
Through freight mileage (tons through freight carried one mile), . . . . .	14,019,407
TOTAL FREIGHT MILEAGE, . . . . .	22,495,269
Average weight of passenger-trains (exclusive of passengers), . . . . .	107 tons.
Average number of cars in passenger-trains, . . . . .	34
Average weight of freight-trains (exclusive of freight), . . . . .	207 tons.
Average number of cars in freight-trains, . . . . .	21
Average number of persons employed, . . . . .	434

## DESCRIPTION OF ROAD.

Main line of road from Norwich to Worcester, . . . . .	59.75 miles.
Main line of road in Massachusetts, . . . . .	18.50 "
Main line of road in Connecticut, . . . . .	41.25 "
Branches owned by company, viz.:	
Allyn's Point Extension (single track), . . . . .	6.30 "
N. L. N. connection at Norwich (single track), . . . . .	.43 "
Total length of branches owned by company, . . . . .	6.73 "
Total length of branches owned by company in Connecticut, . . . . .	6.73 "
Total road belonging to this company, . . . . .	66.48 "
Sidings and other tracks not above enumerated, . . . . .	21.10 "
Same in Massachusetts, . . . . .	7.02 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	87.58 "
Same in Massachusetts, . . . . .	25.52 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	53.48 "
[Weights per yard, 60 pounds.]	
Total miles of road operated by this company, . . . . .	66.48 "
Total miles of road operated by this company in Massachusetts, . . . . .	18.50 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	9
Number of telegraph-offices in same, . . . . .	4
Number of stations on all roads owned by this company, . . . . .	24
Same in Massachusetts, . . . . .	9

## EQUIPMENT.

Number of locomotives, . . . . .	17
Number of passenger-cars, . . . . .	10
Number of combination cars, . . . . .	4
Number of baggage, mail and express cars, . . . . .	3
Number of freight-cars (basis of 8 wheels), . . . . .	5594
Number of other cars, . . . . .	6
Smoking-car, . . . . .	1



## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	2	-	-	-	2	1	8
Others, .	-	1	-	-	-	1	3	4

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*January 15, 1886.* — Fred Webber, aged 22 years, yard brakeman, had fingers of right hand jammed while coupling cars in Worcester yard.

*July 8.* — Daniel Sweeny, track-hand on section 10, while moving rails dropped one on his foot; was carried to hospital in Worcester.

*July 21.* — Chas. Lapham, between 50 and 60 years of age, was in the act of crossing track at crossing north of Oxford station, was thrown from wagon breaking his nose; wagon coming in contact with train.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	45 tons.
Average weight of locomotives in working order, . . . . .	35 "
Maximum weight of tenders full of fuel and water, . . . . .	24 "
Average weight of tenders full of fuel and water, . . . . .	22 "
Average weight of passenger-cars, . . . . .	37,500 lbs.
Average weight of mail and baggage cars, . . . . .	32,000 "
Average weight of 8-wheel box freight-cars, . . . . .	16,600 "
Average weight of 4-wheel box freight-cars, . . . . .	8,600 "
Average weight of 8-wheel platform-cars, . . . . .	15,500 "
Average weight of 4-wheel platform-cars (coal), . . . . .	9,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	43 ft. 8 in.
Total length of heaviest engine and tender over all, . . . . .	52 ft. 5 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union; . . . . .	About 60 miles.

## BRIDGES.

Number of spans of stone bridges of 25 feet and upwards,* . . . . .	2
Number of spans of iron bridges of 25 feet and upwards,* . . . . .	6
Aggregate length of same for single track (361 ft. 9 in.) . . . . .	
Number of spans of timber bridges of 25 feet and upwards,* . . . . .	7
Aggregate length of same for single track (276 ft. 4 in.) . . . . .	
Number of crossings of highways at grade,* . . . . .	29
Number of crossings of highways over railroad, . . . . .	2
Number of crossings of highways under railroad, . . . . .	4
Number of highway bridges 18 feet above track, . . . . .	2
Height of lowest bridge above the rail, . . . . .	18
Number of crossings at which gates or flagmen are maintained, . . . . .	9
Number of crossings at which there are neither signals nor flagmen,* . . . . .	20
Number of railroad-crossings at grade (specifying each):* . . . . .	2
N. Y. & N. E. at Webster.	
B. & A. at So. Worcester.	

\* In Massachusetts, on miles road owned.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.50 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.40 "
Average rate of fare per mile for season-ticket passengers,	0.90 "
Average rate of fare per mile received from all passengers,	2.24 "
Average rate of local freight per ton per mile,	2.19 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.45 "
Average rate of freight per ton per mile received from all freight,	2.36 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$3,825,000 00
Capital stock authorized by votes of company,	3,825,000 00
Capital stock issued (number of shares, 26,044); amount paid in,	\$2,604,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,604,400 00
Total number of stockholders,	767
Number of stockholders in Massachusetts,	617
Amount of stock held in Massachusetts,	\$2,009,100 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due 1897, rate of interest 6 per cent.,	\$400,000 00
Interest paid on same during year,	\$24,000 00

## NAME AND RESIDENCE OF OFFICERS.

F. H. Dewey, *President*, Worcester, Mass. P. St. M. Andrews, *Managing Agent*, Norwich, Conn. M. M. Whittemore, *Auditor*, Norwich, Conn. P. St. M. Andrews, *Superintendent*, Norwich, Conn. Geo. A. Harris, *Division Freight Agent*, Norwich, Conn. Edw. T. Clapp, *Division Passenger Agent*, Norwich, Conn. Geo. L. Perkins, *Treasurer*, Norwich, Conn. Edw. T. Clapp, *Clerk of Corporation*, Norwich, Conn.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis H. Dewey, Worcester, Mass. Edw. L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass. Samuel Woodward, Worcester, Mass. Wm. Bayard Cutting, New York. Josiah H. Clarke, Worcester, Mass. Lorenzo Blackstone, Norwich, Conn. Wm. A. Slater, Norwich, Conn.

## PROPER ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,  
NORWICH, CONN.

FRANCIS H. DEWEY,  
JOSIAH H. CLARKE,  
SAM'L WOODWARD,  
LORENZO BLACKSTONE,  
W. A. SLATER,

*Directors.*

G. L. PERKINS,

*Treasurer.*

P. ST. M. ANDREWS,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 13, 1886. Then personally appeared Francis H. Dewey, Josiah H. Clarke and Samuel Woodward, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE T. DEWEY,  
*Justice of the Peace.*

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## STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. Norwich, Nov. 13, 1886. Personally appeared G. L. Perkins, treasurer, and P. St. M. Andrews, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA L. PECK,  
*Notary Public.*

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## STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. Norwich, Nov. 15, 1886. Then personally appeared Lorenzo Blackstone and W. A. Slater, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA L. PECK,  
*Notary Public.*

**REPORT**  
**OF THE**  
**OCEAN TERMINAL RAILROAD COMPANY,**  
**FOR THE YEAR ENDING SEPTEMBER 30, 1886.**

[Partially constructed only.]

**Balance Sheet Sept. 30, 1886.**

ASSETS.	
Cost of road. . . . .	\$1,669 28
Cash, . . . . .	330 72
<b>TOTAL ASSETS,</b> . . . . .	<b>\$2,000 00</b>
LIABILITIES.	
Capital stock, . . . . .	\$2,000 00
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$2,000 00</b>
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$10,000 00
Capital stock authorized by votes of company, . . . . .	10,000 00
Capital stock paid in on shares not issued (number of shares, 100), . . . . .	\$2,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,</b> . . . . .	<b>2,000 00</b>
Total number of stockholders, . . . . .	14
Number of stockholders in Massachusetts, . . . . .	14
Amount of stock held in Massachusetts, . . . . .	\$2,000 00

**NAME AND RESIDENCE OF OFFICERS.**

William P. Blake, *President*, Boston, Mass. David N. Skillings, *Treasurer*  
*and Clerk of Corporation*, Winchester, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

William P. Blake, Boston, Mass. Joseph E. Bartlett, Boston, Mass.  
 Amos Stone, Everett, Mass. Charles Collier, Boston, Mass. David N. Skillings,  
 Winchester, Mass.

## PROPER ADDRESS OF THE COMPANY.

OCEAN TERMINAL RAILROAD COMPANY,

No. 5 KILBY STREET, BOSTON, (D. N. SKILLINGS).

---

WILLIAM P. BLAKE,  
JOSEPH E. BARTLETT,  
AMOS STONE,  
CHARLES COLLIER,  
DAVID N. SKILLINGS,

*Directors.*

DAVID N. SKILLINGS,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 28, 1886. Then personally appeared Joseph E. Bartlett, Amos Stone and Charles Collier, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

P. J. STONE,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 10, 1886. Then personally appeared William P. Blake, president, and David N. Skillings, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

DAVID HALL RICE,

*Justice of the Peace.*

# REPORT OF THE OLD COLONY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$4,774,014 37
Total expense (including taxes),	†3,463,631 83
Net income,	1,310,382 54
Rentals:	32,694 09
Lowell & Framingham Railroad,	\$17,489 78
Fall River Railroad,	11,604 31
Boston & Lowell Railroad,	3,600 00
Interest accrued during year:	582,534 54
On funded debt,	\$546,440 00
On other debt,	36,094 54
Dividends declared (7 per cent.),	761,747 00
Balance for the year (deficit),	66,593 09
Balance at commencement of year,	1,026,311 81
Balance Sept. 30, 1886 (surplus),	959,718 72
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,932,765 46
through passengers (to and from other roads),	449,283 35
express and extra baggage,	148,643 39
mails,	43,894 80
Total earnings from passenger department,	2,574,587 00
From local freight,	1,233,671 45
through freight (to and from other roads),	623,592 31
Total earnings from freight department,	1,857,263 76
TOTAL TRANSPORTATION EARNINGS,	4,431,850 76
Rents for use of road,	3,600 00
Income from all other sources, viz.:	338,563 61
Rents of tenements,	\$60,042 31
Income derived from investments,	89,932 70
Premium on stock sold,	*153,250 00
Premium on bonds sold,	*2,800 00
Sale of gravel,	11,311 25
South Boston, Somerset and Fairhaven wharves,	21,227 35
TOTAL INCOME FROM ALL SOURCES,	4,774,014 37
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$69,203 87
Legal expenses,	4,643 84
Insurance,	14,686 34
Stationery and printing,	31,789 85
Outside agencies and advertising,	23,296 38
Contingencies and miscellaneous,	25,383 77

\* On company's books these amounts are carried to Improvement Account.

† This includes \$238,527.89, being \$60,100.33 for new buildings; \$28,080.00 for new locomotives; \$103,413.04 for new passenger-cars; \$35,515.00 for new freight-cars, and \$11,469.52 for discontinuing grade-crossings, which, on the books of the company, is charged to Improvement Account.

Repairs of bridges (including culverts and cattle-guards),	8118,176 34
Repairs of buildings,	212,892 19
Repairs of fences, road-crossings and signs,	37,221 48
Renewal of rails,	74,415 29
[Number tons steel laid, 3,172.]	
[Number tons iron laid, 638.]	
Renewal of ties,	75,856 30
[Number laid, 214,943.]	
Repairs of road-bed and track,	503,214 53
Repairs of locomotives,	172,229 68
Fuel for locomotives,	264,686 68
[Tons of coal, 74,425; cords of wood, 358.]	
Water supply,	13,795 09
Oil and waste,	24,794 88
Locomotive service,	237,612 62
Repairs of passenger-cars,	245,398 80
Passenger-train service,	159,303 47
Passenger-train supplies,	18,118 15
Repairs of freight-cars,	152,360 09
Freight-train service,	157,092 58
Freight-train supplies,	2,850 45
Mileage freight-cars,	35,545 64
Telegraph expenses,	52,195 08
Loss and damage, freight and baggage,	4,192 50
Loss and damage, property and cattle,	3,228 54
Personal injuries,	37,230 63
Agents and station-service,	409,127 51
Station supplies,	48,741 81
<b>TOTAL OPERATING EXPENSES,</b>	<b>*83,229,234 38</b>
<b>Taxes,</b>	<b>234,397 45</b>
<b>TOTAL OPERATING EXPENSES AND TAXES,</b>	<b>83,463,631 83</b>

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Grading and masonry,	8187,223 46
Bridging,	17,665 02
Superstructure, including rails,	75,489 00
Land, land damages, and fences,	69,617 82
Passenger and freight stations, wood-sheds, and water-stations,	19,169 12
Engine-houses, car-sheds, and turn-table,	10,055 06
Engineering, agencies, salaries, and other expenses during construction,	1,133 85
Purchase of other roads,	627,905 00
Lowell & Framingham R. R.	
<b>TOTAL FOR CONSTRUCTION,</b>	<b>1,008,258 33</b>
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS,</b>	<b>1,008,258 33</b>
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Sale of Lowell & Framingham Railroad stock,	818,016 74
Bonds of Lowell & Framingham Railroad charged to construction account,	416,000 00
Sale of land,	14,685 00
<b>Total credits to property accounts,</b>	<b>448,701 74</b>
<b>NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,</b>	<b>559,556 59</b>

\* This includes \$238,527.89, being \$60,100.33 for new buildings; \$28,030.00 for new locomotives; \$103,413.04 for new passenger-cars; \$35,515.00 for new freight-cars, and \$11,400.52 for discontinuing grade-crossings, which, on the books of the company, is charged to Improvement Account.

## Balance Sheet Sept. 30, 1886.

## ASSETS.

Cost of road, . . . . .	\$18,025,152 76
Cost of equipment, . . . . .	2,165,759 08
Lands in Massachusetts, . . . . .	457,085 44
Lands in Rhode Island, . . . . .	40,100 00
Stock of Old Colony Steamboat Company, . . . . .	725,500 00
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company, . . . . .	15,340 83
Stock of Union Freight Railroad Company, . . . . .	79,014 42
Stock of Lowell & Framingham Railroad Company, . . . . .	10,529 69
Stock of Fall River Railroad Company, . . . . .	5,967 00
Bonds and stock of Fall River, Warren & Providence Railroad Company, . . . . .	348,655 43
Stock of Sea View Hotel and Wharf Company, . . . . .	7,270 00
Stock of Oak Bluffs Land and Wharf Company, . . . . .	100 00
Dorchester & Milton Railroad, . . . . .	36,937 88

TOTAL PERMANENT INVESTMENTS, . . . . .	\$21,917,412 53
Cash, . . . . .	\$202,207 67
Bills receivable, . . . . .	124,185 02
Due from agents and companies, . . . . .	163,974 02
Materials and supplies, . . . . .	415,287 37
Debit balances, . . . . .	139,260 73
TOTAL CASH ASSETS, . . . . .	1,044,914 81
TOTAL ASSETS, . . . . .	\$22,962,327 34

## LIABILITIES.

Capital stock, . . . . .	\$11,157,200 00
Stock of Boston, Clinton, Fitchburg & New Bedford and Lowell & Framingham Railroads, unconverted, . . . . .	19,325 00
Funded debt, . . . . .	9,607,300 00
Unfunded debt, viz.: . . . . .	1,218,783 62
Interest unpaid, . . . . .	\$22,989 50
Dividends unpaid, . . . . .	25,268 26
Notes payable, . . . . .	711,561 10
Vouchers and accounts, . . . . .	458,964 76
Profit & Loss balance, . . . . .	959,718 72
TOTAL LIABILITIES, . . . . .	\$22,962,327 34

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, . . . . .	1,840,975
Freight-train mileage, . . . . .	725,383
TOTAL REVENUE-TRAIN MILEAGE, . . . . .	2,566,358
Switching-train mileage, . . . . .	738,041
Other train mileage, . . . . .	247,455
TOTAL TRAIN MILEAGE, . . . . .	3,551,854
Number of season-ticket passengers, . . . . .	2,115,670
Number of local passengers (including season), . . . . .	8,106,947
Number of through passengers (to and from other roads), . . . . .	961,843
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	9,068,790
Local passenger mileage (local passengers carried one mile), . . . . .	112,220,192
Through passenger mileage (through passengers carried one mile), . . . . .	22,592,972
TOTAL PASSENGER MILEAGE, . . . . .	134,813,164



Number tons local freight, . . . . .	1,146,796
Number tons through freight (to and from other roads), . . . . .	717,510
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	1,864,306
Local freight mileage (tons local freight carried one mile), . . . . .	34,096,991
Through freight mileage (tons through freight carried one mile), . . . . .	29,263,267
TOTAL FREIGHT MILEAGE, . . . . .	63,360,258
Average weight of passenger-trains (exclusive of passengers), . . . . .	178 tons.
Average number of cars in passenger-trains, . . . . .	7
Average weight of freight-trains (exclusive of freight), . . . . .	280 tons.
Average number of cars in freight-trains, . . . . .	32
Average number of persons employed, . . . . .	3,360

## DESCRIPTION OF ROAD.

Main line of road from Boston to Plymouth, Provincetown, New Bedford and Newport, and from Taunton to Fitchburg and Framingham to Lowell, . . . . .	368.89 miles.
Main line of road in Massachusetts, . . . . .	352.70 "
Main line of road in Rhode Island, . . . . .	16.19 "
Double track on main line, . . . . .	94.10 "
Same in Massachusetts, . . . . .	94.10 "
Branches owned by company, viz.:	
Easton Branch (single track), . . . . .	1.65 "
Shawmut Branch (single track), . . . . .	2.39 "
Bridgewater Branch (single track), . . . . .	7.33 "
Brockton Branch (single track), . . . . .	.75 "
Granite Branch (single track), . . . . .	5.41 "
Hyannis Branch (single track), . . . . .	5.05 "
Woods Holl Branch (single track), . . . . .	17.54 "
Middleborough & Taunton Branch (single track), . . . . .	8.04 "
Extension of Fall River, Warren & Providence Railroad (single track), . . . . .	2.16 "
Pratt's Junction to Sterling Junction (single track), . . . . .	5.67 "
Lancaster Branch (single track), . . . . .	1.63 "
Marlborough Branch (single track), . . . . .	1.47 "
Framingham Prison Branch (single track), . . . . .	.81 "
Attleborough Branch (single track), . . . . .	8.60 "
Acushnet Branch (single track), . . . . .	.35 "
Fairhaven Branch (single track), . . . . .	15.17 "
Total length of branches owned by company, . . . . .	84.02 "
Total length of branches owned by company in Massachusetts, . . . . .	84.02 "
Total road belonging to this company, . . . . .	452.91 "
Sidings and other tracks not above enumerated, . . . . .	154.21 "
Same in Massachusetts, . . . . .	144.50 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	701.22 "
Same in Massachusetts, . . . . .	675.32 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	521.71 "
[Weights per yard, 56, 58, 60 and 67 pounds.]	

## Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Dorchester and Milton Branch Railroad, length, . . . . .	3.30 miles.
Fall River Railroad, length, . . . . .	12.25 "
Total length of above roads, . . . . .	15.55 "
Total length of above roads in Massachusetts, . . . . .	15.55 "
Total miles of road operated by this company, . . . . .	468.46 "
Total miles of road operated by this company in Massachusetts, . . . . .	452.27 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	215
Number of telegraph-offices in same, . . . . .	140

Number of stations on all roads owned by this company, . . . . .	217
Same in Massachusetts, . . . . .	211
<b>EQUIPMENT.</b>	
Number of locomotives, . . . . .	133
Number of passenger-cars, . . . . .	255
Number of parlor or sleeping cars, . . . . .	12
Number of baggage, mail, and express cars, . . . . .	42
Number of freight-cars (basis of 8 wheels), . . . . .	2,331½
Number of other cars, . . . . .	12

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	1	2	1	2	1	2
Employees, . . . . .	1	1	8	13	9	14	9	14
Others, . . . . .	-	-	14	5	14	5	14	5

## LIST OF ACCIDENTS IN MASSACHUSETTS.

October 5, 1885. — Thomas Bagley, trackman, was struck by a train at Leominster, while stepping from one track to avoid a train on the other; hip broken.

October 8. — James Kenney and John Feeney jumped from a train at East Stoughton, before it had stopped at the station. Feeney received injury to his left arm; Kenney had two toes crushed.

October 17. — H. C. Hunt, brakeman, while coupling cars at Southborough, had hand and thigh broken and one leg badly hurt.

October 24. — W. Collins, brakeman, in coupling cars at South Framingham had left wrist broken.

October 31. — D. Hurley, brakeman, in coupling cars at South Framingham had his hand crushed.

December 15. — Geo. T. Fuller, brakeman, in coupling cars at South Framingham, had right hand crushed.

December 16. — Jas. H. Tuck, switchman, stepped in front of an advancing train at South Boston, and was fatally injured.

December 19. — Capt. Chas. F. Thrasher, fell from a dump-car, at Somerset, into which he had climbed, while train was in motion, and was instantly killed.

December 22. — Damien Pelletier, laborer, fell between the cars of a moving train at West Leominster, and was fatally injured.

December 26. — Henry W. Scott, freight conductor, while coupling cars at Myrick's, had one rib broken and three injured.

January 1, 1886. — J. Crowley, laborer, stepped in advance of a moving train at Walpole; leg broken and ankle dislocated.

January 2. — James H. Robinson, brakeman, fell between the cars of a moving freight-train at Middleborough; fatally injured.

*January 12.* — Bartholomew Scanlon, freight-clerk, stepped directly in front of moving freight-cars at South Boston; fatal.

*January 12.* — James Emerson, fell under a moving passenger-car in Boston station, and had right arm crushed.

*January 19.* — Geo. Huntley, brakeman, while coupling cars at South Boston, had his hand crushed.

*January 21.* — Chas. Mayo, brakeman, while coupling cars at South Framingham, had his arm jammed.

*February 1.* — Geo. E. Corliss, supposed to have fallen from a train at Matfield, found with right leg and left foot crushed; fatal.

*February 12.* — A freight-train broke through a culvert at Assonet, which had been carried away by the flood. Edgar F. Russell, fireman, was killed, and A. F. McFarland, engineer, had an ankle and arm sprained.

*February 15.* — Henry A. C. Adams, while walking on the track at Braintree, was struck by a freight-train and killed.

*March 9.* — J. M. Burnes, brakeman, fell between a car and the freight-house at Wollaston, and was fatally injured.

*March 20.* — John Breen, brakeman, fell from a car at South Boston; was run over and killed.

*March 25.* — H. O. Dawson, brakeman, was jammed between freight-cars at North Easton; injuries slight.

*March 31.* — Georgiana Charette (child), attempted to cross the track at Bowenville, was struck by a train and killed.

*April 2.* — Henry Hardwick, while walking on the track at Savin Hill, was struck by a train and fatally injured.

*April 11.* — L. A. Wise, brakeman, fell from the top of a car at South Boston, and had collar-bone broken and back injured.

*April 21.* — Bessie Lane, while walking on the track at South Framingham, was struck by a train and killed.

*April 30.* — Arthur H. Wood, while walking on the track at Quincy, was struck by a train and fatally injured.

*May 21.* — W. E. Clark, brakeman, struck by an overhead bridge at Bowen-ville, and had head injured.

*May 22.* — C. B. Patten, stepped in front of a rapidly advancing train near Savin Hill, and was instantly killed.

*May 28.* — Wm. Moynihan was found dead on the track just north of Brockton, supposed to have been struck by a train.

*May 29.* — Jas. Winn, switchman, jumped from an engine to throw a switch, at New Bedford, was run over; fatal.

*May 31.* — Patrick Cavanagh, while intoxicated, fell against a train at Marlborough; scalp wound and right arm fractured.

*June 9.* — James Gilray, while intoxicated, attempted to board a moving train at Middleborough, and was fatally injured.

*June 23.* — C. H. Aldrich, brakeman, had collar-bone broken and back injured, caused by some cars being thrown from the track at South Sherborn.

*June 28.* — Alexander Kinlock stepped across the track in advance of a moving train at Bowenville; fatal.

*July 7.* — John Kiely, while walking across the drawbridge at Boston, was struck and fatally injured.

*July 16.* — John E. Hanighy, while walking on track at Somerset, was struck by a train and fatally injured.

*July 16.* — John Hennesey, while intoxicated and walking on the track at Brockton, received severe injuries to his head by being struck by a train.

*August 5.* — Levi R. Leavitt fell under a train at Sagamore station; one leg crushed and scalp injured.

*August 9.* — Patrick Kelley, while walking on the track at South Boston, was run over and killed.

*August 21.* — An unknown man stepped directly in front of a moving car in the Boston passenger-depot, and was instantly killed.

*September 5.* — Daniel Driscoll, flagman, stepped in front of some moving freight-cars at New Bedford, and was fatally injured.

*September 21.* — John Welch, while intoxicated, stepped from a moving train at South Boston station, and was seriously injured on the head.

#### GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	50.00 tons.
Average weight of locomotives in working order, . . . . .	36.00 "
Maximum weight of tenders full of fuel and water, . . . . .	30.00 "
Average weight of tenders full of fuel and water, . . . . .	23.00 "
Maximum weight of passenger-cars, . . . . .	28.00 "
Average weight of passenger-cars, . . . . .	20.00 "
Average weight of mail and baggage cars, . . . . .	15.10 "
Average weight of 8-wheel box freight-cars, . . . . .	9.05 "
Average weight of 4-wheel box freight-cars, . . . . .	4.00 "
Average weight of 8-wheel platform-cars, . . . . .	6.95 "
Average weight of 4-wheel platform-cars, . . . . .	3.00 "

Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . . 44 feet.

Total length of heaviest engine and tender over all, . . . . . 54 "

Number of miles of telegraph owned by company :

The telegraph lines upon the road have been constructed in part by the railroad company and in part by the Western Union Telegraph Company, but are all subject to the conditions of a contract for joint use, the ownership to be determined at the expiration of the contract.

Number of miles of road *operated* by your company not furnished with telegraph facilities :

From Raynham to Whittenton Junction and Brockton Branch, . . . . . 4.13 miles.

#### BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Norton, . . . . .	Plate girder.	Iron, single track.	24 feet 8 inches.	April, 1886.
Norton, . . . . .	" "	" " "	60 "	May, "
Norton, . . . . .	" "	" " "	50 "	June, "
Norton, . . . . .	" "	" " "	50 "	" "
Weymouth, . . . . .	" "	" double "	42 " 8 "	May, "
Braintree, . . . . .	" "	" single "	65 "	June, "
Braintree, . . . . .	" "	" " "	43 " 2 "	" "
Medfield, . . . . .	" "	" " "	19 " 6 "	" "
Acton, . . . . .	" "	" " "	36 " 6 "	" "
Freetown, . . . . .	" "	" " "	41 "	" "
Frammingham, . . . . .	" "	" " "	34 "	August, "
Randolph, . . . . .	" "	" double "	17 "	" "
Plymouth, . . . . .	" "	" highway.	35 "	April, "
Kingston, . . . . .	" "	" " "	40 "	" "
Braintree, . . . . .	" "	" " "	35 "	November, 1885.
Boston, . . . . .	" "	" " "	53 "	April, 1886.
Frammingham, . . . . .	Trestle.	Wood "	118 "	May, "
Taunton & Dighton, . . . . .	Pile.	" double track	90 "	August, "
Taunton, . . . . .	" "	" single "	30 "	" "
Sandwich, . . . . .	" "	" " "	325 "	May, "
Sandwich, . . . . .	" "	" " "	40 "	June, "
Brockton, . . . . .	" "	" 3 tracks.	43 "	September, "

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards,*	4
Aggregate length of same for single track (217½ feet).	
Aggregate length of same for double track (224½ feet).	
Number of spans of stone bridges of 25 feet and upwards,*	4
Aggregate length of same for single track (105 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	47
Aggregate length of same for single track (2,240 ft. 8 in.).	
Aggregate length of same for double track (632 ft. 4 in.).	
Aggregate length of same for triple track (96 ft. 6 in.).	
Number of spans of timber bridges of 25 feet and upwards,*	18
Aggregate length of same for single track (1,149 ft. 8 in.).	
Number of crossings of highways at grade,*	535
Number of crossings of highways over railroad,	68
Number of crossings of highways under railroad,	21
Number of highway bridges 18 feet above track,	16
Number of highway bridges less than 18 feet above track,	50
Height of lowest bridge above the rail,	14 ft.
Number of crossings at which gates or flagmen are maintained,	153
Number of crossings at which electric signals are maintained,*	15
Number of crossings at which there are neither signals nor flagmen,*	369
Number of railroad-crossings at grade (specifying each):*	8
Fitchburg Railroad, 2.	
Worcester & Nashua Railroad, 1.	
New York & New England Railroad, 2.	
Boston & Providence Railroad, 1.	
Boston & Albany Railroad, 1.	
Central Massachusetts Railroad, 1.	
Number of railroad-crossings over other railroads (specifying each):*	1
New York & New England Railroad.	
Number of railroad-crossings under other railroads (specifying each):*	1
Central Massachusetts Railroad.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.00 cents.
Average rate of fare per mile received from passengers to and from other roads,	1.90 "
Average rate of fare per mile for season-ticket passengers,	.50 "
Average rate of fare per mile received from all passengers,	1.70 "
Average rate of local freight per ton per mile,	4.20 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.13 "
Average rate of freight per ton per mile received from all freight,	2.93 "

## RELATING TO PASSENGERS.

Passengers to Boston (including season),	2,501,309
Passengers from Boston (including season),	2,528,739
Season-ticket passengers to and from Boston,	1,346,458

## CAPITAL STOCK.

Capital stock authorized by charter,	\$12,000,000 00
Capital stock authorized by votes of company,	12,000,000 00

\* In Massachusetts, on trolley road owned.

Capital stock issued (number of shares, 111,572); amount paid in,

\$11,157,200 00

TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,

11,157,200 00

Total number of stockholders, . . . . . 5,806

Number of stockholders in Massachusetts, . . . . . 5,448

Amount of stock held in Massachusetts, . . . \$10,487,800 00

#### CAPITAL STOCK.

Funded debt as follows:—

N. B. & T. R. R. mortgage bonds, due July 1, 1881, rate of interest 6 per cent., . . . . .

\$1,000 00

Fitchburg & Worcester R. R. mortgage bonds, due Oct. 1, 1881, rate of interest 7 per cent., . . . . .

400 00

Agricultural Branch R. R. mortgage bonds, due July 1, 1884, rate of interest 6 per cent., . . . . .

4,400 00

Interest paid on same during year, . . . . . \$180 00

Lowell & Framingham R. R. bonds, due April 1, 1891, rate of interest 5 per cent., . . . . .

2,000 00

Interest paid on same during year, . . . . . \$50 00

Mansfield & Framingham R. R. mortgage bonds, due July 1, 1889, rate of interest 7 per cent., . . . . .

253,500 00

Interest paid on same during year, . . . . . \$17,990 00

B., C. & F. R. R. mortgage bonds, due January 1, 1890, rate of interest 7 per cent., . . . . .

238,000 00

Interest paid on same during year, . . . . . \$16,467 50

Old Colony R. R. bonds, due March 1, 1894, rate of interest 7 per cent., . . . . .

1,692,000 00

Interest paid on same during year, . . . . . \$119,910 00

New Bedford R. R. mortgage bonds, due July 1, 1894, rate of interest 7 per cent., . . . . .

400,000 00

Interest paid on same during year, . . . . . \$27,720 00

Old Colony R. R. bonds, due June 1, 1895, rate of interest 6 per cent., . . . . .

500,000 00

Interest paid on same during year, . . . . . \$29,430 00

Old Colony R. R. bonds, due Sept. 1, 1896, rate of interest 6 per cent., . . . . .

1,100,000 00

Interest paid on same during year, . . . . . \$65,940 00

Old Colony R. R. bonds, due Aug. 1, 1897, rate of interest 6 per cent., . . . . .

2,000,000 00

Interest paid on same during year, . . . . . \$120,870 00

Old Colony R. R. bonds, due Dec. 1, 1897, rate of interest 4½ per cent., . . . . .

200,000 00

Interest paid on same during year, . . . . . \$9,000 00

B., C., F. & N. B. R. R. mortgage bonds, due Jan 1, 1910, rate of interest 5 per cent., . . . . .

1,912,000 00

Interest paid on same during year, . . . . . \$94,900 00

Old Colony R. R. bonds, due April 1, 1904, rate of interest 4½ per cent., . . . . .

498,000 00

Interest paid on same during year, . . . . . \$11,137 50

Old Colony R. R. bonds, due July, 1904, rate of interest 4 per cent., . . . . .

750,000 00

Interest paid on same during year, . . . . . \$30,000 00

Old Colony R. R. bonds, due April 1, 1891, rate of interest 5 per cent., . . . . .

56,000 00

Interest paid on same during year, . . . . . \$1,400 00

TOTAL AMOUNT OF FUNDED DEBT, . . . . .

\$9,607,300 00

## NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. Frederick L. Ames, *Vice-President*, North Easton, Mass. James R. Kendrick, *General Manager*, Boston, Mass. Sidney C. Putnam, *General Freight Agent*, Hyde Park, Mass. Jacob Sprague, Jr., *General Passenger Agent*, South Braintree, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Samuel C. Cobb, Boston, Mass. Uriel Crocker, Boston, Mass. Thomas Dunn, Newport, R. I. George P. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. William J. Rotch, New Bedford, Mass. John J. Russell, Plymouth, Mass. Nathaniel Thayer, Lancaster, Mass. Royal W. Turner, Randolph, Mass.

PROPER ADDRESS OF THE COMPANY.  
 OLD COLONY RAILROAD COMPANY,  
 P. O. BOX 379, BOSTON, MASS.

CHARLES F. CHOATE,  
 JOHN S. BRAYTON,  
 ROYAL W. TURNER,  
 FRED'K L. AMES,  
 THOS. J. BORDEN,  
 SAM'L C. COBB,  
 WM. J. ROTCH,  
 GEORGE P. GARDNER,  
 THOS. DUNN,  
 JNO. J. RUSSELL,  
 URIEL CROCKER,

*Directors.*

JOHN M. WASHBURN,

*Treasurer.*

J. R. KENDRICK,

*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK. ss. Oct. 29, 1886. Then personally appeared Charles F. Choate, John S. Brayton, Royal W. Turner, Frederick L. Ames, Thomas J. Borden, Samuel C. Cobb, William J. Rotch, George P. Gardner, Thomas Dunn, John J. Russell, Uriel Crocker, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,

*Justice of the Peace.*

## REPORT

OF THE

## PITTSFIELD &amp; NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston &amp; Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$22,500 00
Net income, . . . . .	22,500 00
Dividends declared (5 per cent.), . . . . .	22,500 00
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$488,752 57
Cost of equipment, . . . . .	11,247 43
TOTAL PERMANENT INVESTMENTS, . . . . .	\$450,000 00
TOTAL ASSETS, . . . . .	\$450,000 00
LIABILITIES.	
Capital stock, . . . . .	\$450,000 00
TOTAL LIABILITIES, . . . . .	\$450,000 00
DESCRIPTION OF ROAD.	
Main line of road from Pittsfield to North Adams, . . . . .	18.55 miles.
Main line of road in Massachusetts, . . . . .	18.55 "
Total road belonging to this company, . . . . .	18.55 "
Sidings and other tracks not above enumerated, . . . . .	4.93 "
Same in Massachusetts, . . . . .	4.93 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK, . . . . .	23.48 "
Same in Massachusetts, . . . . .	23.48 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	11.30 "
[Weights per yard, 63 pounds.]	

## BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 421, . . . . .	Rolled Beam.	Iron.	25 feet.	Oct. 4, 1885.



BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards, .	2
Aggregate length of same for single track (60 feet).	
Number of spans of timber bridges of 25 feet and upwards, .	3
Aggregate length of same for single track (290 ft. 9 in.)	
Number of crossings of highways at grade, . . . . .	17
Height of lowest bridge above the rail, . . . . .	18 feet.
Number of crossings at which gates or flagmen are maintained, . . . . .	4
Number of crossings at which there are neither signals nor flagmen, . . . . .	13
Number of railroad crossings over other railroads (specifying each): . . . . .	1
Troy & Greenfield R. R.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$500,000 00
Capital stock authorized by votes of company, . . . . .	450,000 00
Capital stock issued (number of shares, 4,500); amount paid in, . . . . .	\$450,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	
Total number of stockholders, . . . . .	102
Number of stockholders in Massachusetts, . . . . .	99
Amount of stock held in Massachusetts, . . . . .	\$447,400 00

## NAME AND RESIDENCE OF OFFICERS.

Henry Colt, *President*, Pittsfield, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry Colt, Pittsfield, Mass. Francis H. Appleton, Boston, Mass. Edward Jackson, Boston, Mass. Jarvis N. Dunham, Pittsfield, Mass. Charles E. Stevens, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS R. R. CO.,  
BOSTON, MASS.

HENRY COLT,  
EDWARD JACKSON,  
J. N. DUNHAM,  
C. E. STEVENS,  
*Directors.*  
C. E. STEVENS,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 26, 1886. Then personally appeared Henry Colt, Edward Jackson, J. N. Dunham and C. E. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. H. RATCLIFFE,  
*Justice of the Peace.*

## REPORT

OF THE

## PROVIDENCE &amp; WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$1,245,711 46
Total expense (including taxes), . . . . .	874,661 75
Net income, . . . . .	871,049 71
Interest accrued during year: . . . . .	85,713 62
On funded debt, . . . . .	\$74,520 00
On other debt, . . . . .	11,193 62
Dividends declared (6 per cent.), . . . . .	150,000 00
Balance for the year (surplus), . . . . .	185,386 09
Balance at commencement of year, . . . . .	\$237,730 42
Deduct: . . . . .	
Credit to Providence freight station, . . . . .	\$8,241 08
Reduction in equipment account, . . . . .	175,000 00
	\$183,241 08
Balance at commencement of year as so changed, . . . . .	54,489 34
Balance Sept. 30, 1886 (surplus), . . . . .	189,825 43
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$407,472 25
through passengers (to and from other roads), . . . . .	61,233 27
express and extra baggage, . . . . .	20,826 67
mails, . . . . .	3,863 88
Total earnings from passenger department, . . . . .	493,396 07
From local freight, . . . . .	415,529 73
through freight (to and from other roads), . . . . .	289,846 65
Total earnings from freight department, . . . . .	705,376 38
TOTAL TRANSPORTATION EARNINGS, . . . . .	1,198,772 45
Income from all other sources, viz.: . . . . .	46,939 01
Rent of real estate, . . . . .	\$7,619 61
Wharf, . . . . .	39,319 40
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$1,245,711 46
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$29,907 09
Legal expenses, . . . . .	3,906 07
Insurance, . . . . .	14 40
Stationery and printing, . . . . .	7,123 81
Outside agencies and advertising, . . . . .	2,158 09
Contingencies and miscellaneous, . . . . .	86,051 71

Repairs of bridges (including culverts and cattle-guards), . . . . .	\$62,120 69
Repairs of buildings, . . . . .	26,505 54
Repairs of fences, road-crossings and signs, . . . . .	3,895 73
Renewal of rails, . . . . .	8,640 81
[Number tons steel laid, 735.7256.]	
[Number tons iron laid, 142.5641.]	
Renewal of ties, . . . . .	16,292 82
[Number laid, 31,370; 33,210 feet frog timber.]	
Repairs of road-bed and track, . . . . .	83,625 40
Repairs of locomotives, . . . . .	52,869 97
Fuel for locomotives, . . . . .	66,681 78
[Tons of coal, 15,864.]	
Water supply, . . . . .	2,674 14
Oil and waste, . . . . .	4,137 64
Locomotive service, . . . . .	60,222 17
Repairs of passenger-cars, . . . . .	48,259 19
Passenger-train service, . . . . .	31,636 42
Passenger-train supplies, . . . . .	2,505 17
Repairs of freight-cars, . . . . .	27,300 87
Freight-train service, . . . . .	48,216 36
Freight-train supplies, . . . . .	1,513 29
Mileage freight-cars, . . . . .	12,125 76
Telegraph expenses, . . . . .	9,170 01
Loss and damage, freight and baggage, . . . . .	482 63
Loss and damage, property and cattle, . . . . .	10 00
Personal injuries, . . . . .	3,610 28
Agents and station service, . . . . .	121,677 36
Station supplies, . . . . .	7,637 79
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>830,972 99</b>
<b>Taxes, . . . . .</b>	<b>43,688 76</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>874,661 75</b>

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Property sold (or reduced in valuation on the books) and credited property accounts during the year:

Reduction in equipment accounts, . . . . . \$175,000 00

**NET REDUCTION OF PROPERTY ACCOUNT FOR THE YEAR, . . . . . \$175,000 00**

**Balance Sheet Sept. 30, 1886.**

ASSETS.		
Cost of road, . . . . .	\$3,500,000 00	
Cost of equipment, . . . . .	575,000 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$4,075,000 00</b>
Cash . . . . .	\$195,832 82	
Bills receivable, . . . . .	200 00	
Due from agents and companies, . . . . .	11,571 24	
Materials and supplies, . . . . .	101,421 72	
<b>TOTAL CASH ASSETS, . . . . .</b>		<b>309,025 78</b>
<b>TOTAL ASSETS, . . . . .</b>		<b>\$4,384,025 78</b>

LIABILITIES.		
Capital stock, . . . . .		\$2,500,000 00
Funded debt, . . . . .		1,242,000 00
Unfunded debt, viz. :		
Dividends unpaid, . . . . .	\$108 00	
Notes payable, . . . . .	250,000 00	
Vouchers and accounts, . . . . .	121,559 26	
Profit & Loss balance, . . . . .		371,667 26
Improvement account, . . . . .		189,825 43
		80,533 09
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$4,384,025 78</b>

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .		810,194
Freight-train mileage, . . . . .		257,710
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>		<b>567,904</b>
Switching-train mileage, . . . . .		222,063
Other train mileage, . . . . .		46,507
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>836,474</b>
Number of season-ticket passengers, . . . . .		121,368
Number of local passengers (including season), . . . . .		2,685,201
Number of through passengers (to and from other roads), . . . . .		156,080
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>2,841,281</b>
Local passenger mileage (local passengers carried one mile), . . . . .		19,742,613
Through passenger mileage (through passengers carried one mile), . . . . .		2,489,803
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>22,232,416</b>
Number tons local freight, . . . . .		503,066
Number tons through freight (to and from other roads), . . . . .		461,107
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>		<b>964,173</b>
Local freight mileage (tons local freight carried one mile), . . . . .		13,668,468
Through freight mileage (tons through freight carried one mile), . . . . .		14,621,956
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>		<b>28,290,424</b>
Average number of cars in passenger-trains, . . . . .		3.963
Average number of persons employed, . . . . .		876

DESCRIPTION OF ROAD.		
Main line of road from Providence to Worcester, . . . . .		43.41 miles.
Main line of road in Massachusetts, . . . . .		25.51 "
Main line of road in Rhode Island, . . . . .		17.90 "
Double track on main line, . . . . .		42.38 "
Same in Massachusetts, . . . . .		24.48 "
Branches owned by company, viz. :		
East Providence branch (single track), . . . . .		7.00 "
Total length of branches owned by company, . . . . .		7.00 "
Total length of branches owned by company in Massachusetts, . . . . .		.50 "
Total length of branches owned by company in Rhode Island, . . . . .		6.50 "
Total road belonging to this company, . . . . .		50.41 "
Sidings and other tracks not above enumerated, . . . . .		39.675 "
Same in Massachusetts, . . . . .		18.497 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .</b>		<b>132.465 "</b>
Same in Massachusetts, . . . . .		68.987 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .		87.63 "
[Weights per yard, 60 and 72 pounds.]		
Total miles of road operated by this company, . . . . .		50.41 "
Total miles of road operated by this company in Massachusetts, . . . . .		26.01 "

Number of stations in Massachusetts on all roads operated by this company, . . . . .	12
Number of telegraph offices in same, . . . . .	9
Number of stations on all roads owned by this company, . . . . .	23
Same in Massachusetts, . . . . .	12

## EQUIPMENT.

Number of locomotives, . . . . .	38
Number of passenger-cars, . . . . .	46
Number of baggage, mail, and express cars, . . . . .	15
Number of freight-cars (basis of 8 wheels), . . . . .	1,153
Number of other cars, . . . . .	14

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-	-	2
Employees, . . . . .	-	-	1	-	1	-	1	1
Others, . . . . .	-	-	7	-	7	-	11	2

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*November 26, 1885.* — William Greene, walking on track between Blackstone and Millville, was struck by a passenger-train and killed.

*April 1, 1886.* — Patrick Moran, in attempting to get on a moving freight-train at Millville, fell, was run over and killed.

*May 14.* — Eliza and Maggie St. Dennis, attempting to cross track in front of a passenger-train at Riverdale crossing; they were struck and killed.

*May 30.* — John Sullivan, lying on track in bridge north of Millbury, was struck by a freight-train and killed.

*July 5.* — John Merrill, walking on track near Blackstone, was struck by a passenger-train and killed.

*August 21.* — Joseph Vandale, walking on track near Millbury, was struck by a passenger-train and killed.

*September 23.* — George Riley, freight brakeman, was caught between some broken cars near Uxbridge and injured.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	54 tons.
Average weight of locomotives in working order, . . . . .	36 "
Maximum weight of tenders full of fuel and water, . . . . .	32 "
Average weight of tenders full of fuel and water, . . . . .	20 "
Maximum weight of passenger-cars, . . . . .	23 "
Average weight of passenger-cars, . . . . .	17 "
Average weight of mail and baggage-cars, . . . . .	17½ "
Average weight of 8-wheel box freight-cars, . . . . .	10 "
Average weight of 4-wheel box freight-cars, . . . . .	5 "
Average weight of 8-wheel platform-cars, . . . . .	8 "

Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 ft. 1 in.
Total length of heaviest engine and tender over all, . . .	56 ft. 7 in.
Number of miles of telegraph owned by company, . . .	46½ miles.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Co., . . .	44 "

## BRIDGES.

Number of spans of iron bridges of 25 feet length and upwards,* . . .	11
Aggregate length of same for single track (95 feet). . .	
Aggregate length of same for double track (253 feet). . .	
Number of spans of timber bridges of 25 feet and upwards,* . . .	12
Aggregate length of same for double track (1,311 feet). . .	
Number of crossings of highways at grade,* . . .	31
Number of crossings of highways over railroad, . . .	5
Number of crossings of highways under railroad, . . .	7
Number of highway bridges 18 feet above track, . . .	1
Number of highway bridges less than 18 feet above track, . . .	4
Height of lowest bridge above the rail, . . .	14 ft. 10 in.
Number of crossings at which gates or flagmen are maintained, . . .	14
Number of crossings at which electric signals are maintained,* . . .	26
Number of railroad-crossings at grade (specifying each):* . . .	1
Boston & Albany R. R. Co., Worcester. . .	
Number of railroad crossings under other railroads (specifying each):* . . .	1
New York & New England R. R., between Blackstone and Millville. . .	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	2.200 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	2.420 "
Average rate of fare per mile for season ticket passengers, . . .	.067 "
Average rate of fare per mile received from all passengers, . . .	2.100 "
Average rate of local freight per ton per mile, . . .	3.040 "
Average rate of freight per ton per mile received from freight to and from other roads, . . .	1.980 "
Average rate of freight per ton per mile received from all freight, . . .	2.490 "

## CAPITAL STOCK.

Capital stock authorized by charter, . . .	\$3,000,000 00
Capital stock authorized by votes of company, . . .	3,000,000 00
Capital stock issued (number of shares, 25,000); amount paid in, . . .	\$2,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .	2,500,000 00
Total number of stockholders, . . .	799
Number of stockholders in Massachusetts, . . .	409
Amount of stock held in Massachusetts, . . .	\$1,415,300 00

## DEBT.

Funded debt, as follows:—	
First mortgage bonds due Oct. 1, 1897, rate of interest 6 per cent., . . .	\$1,242,000 00
Interest paid on same during year, . . .	\$74,520 00

\* In Massachusetts, on miles road owned.

## NAME AND RESIDENCE OF OFFICERS.

Estus Lamb, *President*, Providence R. I. James A. Windsor, *Auditor*, Providence, R. I. William E. Chamberlain, *Superintendent*, Providence, R. I. Julius E. Bacon, *General Freight Agent*, Worcester, Mass. William M. Durfee, *General Passenger Agent*, Providence, R. I. John R. Balch,\* *Treasurer and Clerk of Corporation*, Providence, R. I.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Estus Lamb, Providence, R. I. Gideon L. Spencer, Pawtucket, R. I. Elijah B. Stoddard, Worcester, Mass. Lyman A. Cook, Woonsocket, R. I. Moses B. I. Goddard, Warwick, R. I. Frederick Grinnell, Providence, R. I. Joseph E. Davis, Worcester, Mass. Oscar J. Rathbun, Woonsocket, R. I. David K. Phillips, Boston, Mass. Josiah Lasell, Whitinsville, Mass. Jonas G. Clark, Worcester, Mass. Benj. F. Thurston, Providence, R. I. Charles E. Whitin, Whitinsville, Mass. John W. Danielson, Providence, R. I. William E. Chamberlain, Providence, R. I.

## PROPER ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,  
PROVIDENCE, R. I.

ESTUS LAMB,  
G. L. SPENCER,  
E. B. STODDARD,  
LYMAN A. COOK,  
MOSES B. I. GODDARD,  
JOSEPH E. DAVIS,  
OSCAR J. RATHBUN,  
JONAS G. CLARK,  
BENJ. F. THURSTON,  
CHAS. E. WHITIN,  
JOHN W. DANIELSON,  
W. E. CHAMBERLAIN,

*Directors.*

WM. A. LEETE,

*Acting Treasurer.*

W. E. CHAMBERLAIN,

*Superintendent.*

## STATE OF RHODE ISLAND

PROVIDENCE, ss. PROVIDENCE, Oct. 29, 1886. Then personally appeared Estus Lamb, Gideon L. Spencer, E. B. Stoddard, Lyman A. Cook, Moses B. I. Goddard, Joseph E. Davis, Oscar J. Rathbun, Jonas G. Clark, Benjamin F. Thurston, Charles E. Whitin, John W. Danielson, and W. E. Chamberlain,

\* Deceased, Oct. 25, 1886.

directors of the Providence & Worcester Railroad Company, Wm. A. Leete, acting treasurer of said company, and W. E. Chamberlain, superintendent of said company, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWIN METCALF,

*Justice of the Peace.*

PROVIDENCE, Oct. 30, 1886.

The undersigned, Commissioners of the Providence & Worcester Railroad Company, have examined this report, believe it to be correct, and hereby approve the same.

THOMAS L. NELSON,

*Commissioner for Massachusetts.*

SAMUEL CLARK,

*Commissioner for Rhode Island.*

# REPORT OF THE COMMISSIONERS OF THE PROVIDENCE & WORCESTER RAILROAD COMPANY TO THE LEGISLATURES OF MASSACHUSETTS AND RHODE ISLAND.

At a meeting of the Commissioners of the Providence & Worcester Railroad Company at the company's office in Providence, on the thirtieth day of October, 1886, for the purpose of deciding what portion of all the expenditures of said company, and its receipts and profits, properly pertain to that part of the road lying in Massachusetts and Rhode Island respectively, and having examined the accounts of said company, we find the net expenditures for construction and equipment to the thirtieth day of September, 1885, —

Were,		\$4,250,000 00
From which deduct:—		
Reduction in locomotive account,	\$49,000 00	
passenger account,	16,000 00	
freight-car account,	110,000 00	
		175,000 00
		\$4,075,000 00
Which we apportion as follows:—		
To Massachusetts,		\$1,799,847 17
To Rhode Island,		2,275,152 83

The whole amount of receipts and expenditures from Sept. 30, 1885, to Sept. 30, 1886, is as follows:—

RECEIPTS.		
From transportation of passengers,	\$471,852 45	
transportation of freight,	705,376 38	
transportation of mails,	3,863 88	
rents,	7,619 61	
express,	17,679 74	
wharf earnings,	39,319 40	
		\$1,245,711 46



EXPENDITURES.		
For general traffic expenses, . . . .	\$182,019 94	
passenger traffic expenses, . . . .	112,185 71	
freight traffic expenses, . . . .	169,461 53	
maintenance of way and buildings, and movement expenses, . . . .	410,994 57	
		\$874,661 75
NET EARNINGS, . . . . .		\$371,049 71
Which we apportion as follows :—		
To Massachusetts, . . . . .		\$185,524 85
To Rhode Island, . . . . .		185,524 86

The Commissioners also find, on examination of the books of said company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the acts of said States creating the present Providence & Worcester Railroad Company.

THOMAS L. NELSON,

*Commissioner for Massachusetts.*

SAMUEL CLARK,

*Commissioner for Rhode Island.*

# REPORT

## OF THE

### PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$4,119 62
Total expense (including taxes), . . . . .	512 89
Net income, . . . . .	3,606 73
Interest accrued during year: . . . . .	1,460 80
On other debt, . . . . .	\$1,460 80
Balance for the year (surplus), . . . . .	2,145 93
Balance at commencement of year, . . . . .	408 88
Balance Sept. 30, 1886 (surplus), . . . . .	2,554 81
ANALYSIS OF EXPENSES.	
Contingencies and miscellaneous, . . . . .	\$512 89
TOTAL EXPENSES, . . . . .	512 89
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry, . . . . .	\$529 72
Land, land damages, and fences, . . . . .	55 80
Passenger and freight stations, wood-sheds, and water-stations, . . . . .	80 59
Engineering, agencies, salaries, and other expenses during construction, . . . . .	1,049 40
TOTAL FOR CONSTRUCTION, . . . . .	1,715 51
Property sold (or reduced in valuation on the books) and credited property accounts during the year: . . . . .	
Superstructure, . . . . .	\$331 25
Total credits to property accounts, . . . . .	831 25
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, . . . . .	1,384 26
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$161,630 33
Debit balances, . . . . .	60 00
TOTAL ASSETS, . . . . .	\$161,690 33

LIABILITIES.	
Capital stock, . . . . .	\$110,000 00
Unfunded debt, viz.: . . . . .	49,136 02
Vouchers and accounts, . . . . .	\$49,136 02
Profit & Loss balance, . . . . .	2,554 31
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$161,690 33</b>

DESCRIPTION OF ROAD.	
Main line of road from Webster Mills, North Webster, to Auburn, . . . . .	10.110 miles.
Main line of road in Massachusetts, . . . . .	10.110 "
Sidings and other tracks not above enumerated, . . . . .	1.130 "
Same in Massachusetts, . . . . .	1.130 "
<b>TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK, Same in Massachusetts, . . . . .</b>	<b>11.240 "</b>
Total length of steel rails in tracks, not including steel-top rails, . . . . .	11.240 "
[Weights per yard, 56 pounds.]	
Number of telegraph-offices, . . . . .	1
Number of stations on all roads owned by this company, . . . . .	6
Same in Massachusetts, . . . . .	6

BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	2
Aggregate length of same for single track (66 feet). . . . .	
Number of crossings of highways at grade, . . . . .	10
Number of crossings of highways over railroad, . . . . .	2
Number of crossings of highways under railroad, . . . . .	2
Number of highway bridges 18 feet above track, . . . . .	2
Height of lowest bridge above the rail, . . . . .	18 ft.
Number of crossings at which there are neither signals nor flagmen, . . . . .	10

CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$110,000 00
Capital stock authorized by votes of company, . . . . .	110,000 00
Capital stock issued (number of shares, 1,100); amount paid in, . . . . .	\$110,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .</b>	<b>110,000 00</b>
Total number of stockholders, . . . . .	9
Number of stockholders in Massachusetts, . . . . .	8
Amount of stock held in Massachusetts, . . . . .	\$80,000 00

## NAME AND RESIDENCE OF OFFICERS.

H. N. Slater, *President*, Webster, Mass. H. N. Slater, Jr., *Vice-President*, Providence, R. I. H. N. Slater, Jr., *Treasurer*, Providence, R. I. E. P. Morton, *Clerk of Corporation*, Webster, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. N. Slater, Webster, Mass. H. N. Slater, Jr., Providence, R. I. E. P. Morton, Webster, Mass. C. K. Labaree, Webster, Mass. Amos Bartlett, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Nath. E. Taft, North Oxford, Mass. Oscar F. Chase, North Oxford, Mass. John Rhodes, Millbury, Mass.

PROPER ADDRESS OF THE COMPANY,  
PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,  
WEBSTER, MASS.

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H. N. SLATER,  
A. BARTLETT,  
C. K. LABAREE,  
H. N. SLATER, JR.,  
*Directors.*  
H. N. SLATER, JR.,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WEBSTER, Nov. 4, 1886. Then personally appeared H. N. Slater, A. Bartlett, C. K. Labaree and H. N. Slater, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY J. CLARK.

*Justice of the Peace.*

# REPORT

## OF THE

### RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the New York & New England Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$10,000 00
Net income, . . . . .	10,000 00
Dividends declared (5 per cent.), . . . . .	5,000 00
Balance for the year (surplus), . . . . .	5,000 00
Balance at commencement of year, . . . . .	17,225 43
Balance Sept. 30, 1886 (surplus), . . . . .	22,225 43
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$112,321 13
Cash, . . . . .	9,923 30
<b>TOTAL ASSETS, . . . . .</b>	<b>\$122,244 43</b>
LIABILITIES.	
Capital stock, . . . . .	\$100,000 00
Unfunded debt, viz.: . . . . .	19 00
Vouchers and accounts, . . . . . \$19 00	
Profit & Loss balance, . . . . .	22,225 43
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$122,244 43</b>
Present or Contingent Liabilities not included in the Balance Sheet.	
Other liabilities, viz.: . . . . .	
Land damage, not to exceed . . . . .	\$400 00
DESCRIPTION OF ROAD.	
Main line of road from Franklin to State Line, . . . . .	6.620 miles.
Main line of road in Massachusetts, . . . . .	6.620 "
Total road belonging to this company, . . . . .	6.620 "
Sidings and other tracks not above enumerated, . . . . .	1.006 "
Same in Massachusetts, . . . . .	1.006 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>7.626 "</b>
Same in Massachusetts, . . . . .	7.626 "
Number of stations on all roads owned by this company, . . . . .	2
Same in Massachusetts, . . . . .	2

**BRIDGES.**

Number of crossings of highways at grade, . . . . .	5
Number of crossings of highways under railroad, . . . . .	1
Number of highway bridges 18 feet above track, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	5

**CAPITAL STOCK.**

Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in, . . . . .		\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . . . .		100,000 00
Total number of stockholders, . . . . .	7	
Number of stockholders in Massachusetts, . . . . .	7	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

**NAME AND RESIDENCE OF OFFICERS.**

James P. Ray, *President*, Franklin, Mass. Edgar K. Ray, *Vice-President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

James P. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. Edgar K. Ray, Franklin, Mass. James F. Ray, Franklin, Mass. Moses Farnum, Franklin, Mass. George W. Wiggin, Franklin, Mass.

**PROPER ADDRESS OF THE COMPANY.**

RHODE ISLAND & MASSACHUSETTS R. R. CO. (MASS. DIVISION),  
FRANKLIN, MASS.

JAMES P. RAY,  
JOSEPH G. RAY,  
EDGAR K. RAY,  
JAMES F. RAY,  
MOSES FARNUM,  
GEORGE W. WIGGIN,  
*Directors.*  
JOSEPH G. RAY,  
*Treasurer.*

**COMMONWEALTH OF MASSACHUSETTS.**

NORFOLK, ss. FRANKLIN, Oct. 30, 1886. Then personally appeared James P. Ray, Joseph G. Ray, Edgar K. Ray, James F. Ray, Moses Farnum, and George W. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

# REPORT OF THE SPENCER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,823 24
Total expense (including taxes),	815 69
Net income,	1,007 55
Interest accrued during year:	270 00
On funded debt,	\$270 00
Dividends declared (9 per cent.),	4,500 00
Balance for the year (deficit),	3,762 45
Balance at commencement of year,	12,696 74
Balance Sept. 30, 1886 (surplus),	8,984 29
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$1,796 06
Income from all other sources, viz.:	27 18
Rent of land,	\$6 00
Gratuity,	21 18
TOTAL INCOME FROM ALL SOURCES,	\$1,823 24
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$10 00
Legal expenses,	20 00
Insurance,	20 00
Stationery and printing,	1 00
Contingencies and miscellaneous (surveying),	50 50
TOTAL OPERATING EXPENSES,	\$101 50
Taxes,	714 19
TOTAL OPERATING EXPENSES AND TAXES,	\$815 69
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$80 00
Land, land damages, and fences,	25 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$105 00
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	3,000 00
Sale of land,	\$3,000 00
Total credits to property accounts,	3,000 00
NET DEDUCTION FROM ACCOUNT FOR THE YEAR,	2,895 00

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**Balance Sheet Sept. 30, 1886.**
**ASSETS.**

Cost of road, . . . . .	\$62,854 48
Cash, . . . . .	579 86
<b>TOTAL ASSETS, . . . . .</b>	<b>\$63,434 29</b>

**LIABILITIES.**

Capital stock, . . . . .	\$50,000 00
Funded debt, . . . . .	4,500 00
Profit & Loss balance, . . . . .	8,934 29
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$63,434 29</b>

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**DESCRIPTION OF ROAD.**

Main line of road from South Spencer to Spencer, . . . . .	2.165 miles.
Main line of road in Massachusetts, . . . . .	2.165 "
Sidings and other tracks not above enumerated, . . . . .	.745 "
Same in Massachusetts, . . . . .	.745 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>2.910 "</b>
Same in Massachusetts, . . . . .	2.910 "
Number of stations on all roads owned by this company, . . . . .	2
Same in Massachusetts, . . . . .	2

**BRIDGES.**

Number of crossings of highways at grade, . . . . .	4
Number of crossings at which there are neither signals nor flagmen, : . . . . .	4

**CAPITAL STOCK.**

Capital stock authorized by charter, . . . . .	\$50,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock issued (number of shares, 500); amount paid in, . . . . .	\$50,000 00
<b>TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . . . .</b>	<b>50,000 00</b>
Total number of stockholders, . . . . .	28
Number of stockholders in Massachusetts, . . . . .	28
Amount of stock held in Massachusetts, . . . . .	\$50,000 00

**DEBT.****Funded debt, as follows: —**

First mortgage bonds, due Nov. 1, 1889, rate of interest 6 per cent., . . . . .	\$4,500 00
Interest paid on same during year, . . . . .	\$270 00

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**NAME AND RESIDENCE OF OFFICERS.**

Luther Hill, *President*, Spencer, Mass. Edward R. Wheeler, *Vice-President*, Spencer, Mass. Edward E. Kent, *Treasurer and Clerk of Corporation*, Spencer, Mass.

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**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

Luther Hill, Edward R. Wheeler, Edward E. Kent, Horace A. Grout, John O'Gara, Charles N. Prouty, Erastus Jones, all of Spencer, Mass.



PROPER ADDRESS OF THE COMPANY.  
SPENCER RAILROAD COMPANY,  
SPENCER, MASS.

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LUTHER HILL,  
E. R. WHEELER,  
JOHN O'GARA,  
EDWARD E. KENT,  
*Directors.*  
EDWARD E. KENT,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1886. Then personally appeared Luther Hill, E. R. Wheeler, John O'Gara and Edward E. Kent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EMERSON STONE,  
*Justice of the Peace.*

# REPORT

## OF THE

### SPRINGFIELD & NEW LONDON RAILROAD COMPANY,

#### FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the New York & New England Railroad Company ]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$4,135 00
Total expense, . . . . .	836 52
Net income, . . . . .	3,298 48
Dividends declared (3½ per cent.), . . . . .	5,593 25
Balance for the year (deficit), . . . . .	2,294 77
Balance at commencement of year, . . . . .	2,056 31
Balance Sept. 30, 1886 (deficit), . . . . .	238 46
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$135 00
Legal expenses, . . . . .	2 00
Insurance, . . . . .	82 75
Stationery and printing, . . . . .	5 05
Contingencies and miscellaneous, . . . . .	611 72
<b>TOTAL EXPENSES,</b> . . . . .	<b>\$836 52</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$187,805 52
Stock of Springfield & New London R. R. Co., . . . . .	9,998 00
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$197,803 52</b>
Cash, . . . . .	152 52
Profit & Loss balance, . . . . .	238 46
<b>TOTAL ASSETS,</b> . . . . .	<b>\$198,194 50</b>
LIABILITIES.	
Capital stock, . . . . .	\$198,145 00
Dividends unpaid, . . . . .	49 50
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$198,194 50</b>
DESCRIPTION OF ROAD.	
Main line of road from Springfield to State Line, Conn., . . . . .	7.500 miles.
Main line of road in Massachusetts, . . . . .	7.500 "
Total road belonging to this company, . . . . .	7.500 "
Sidings and other tracks not above enumerated, . . . . .	.500 "

Same in Massachusetts, . . . . .	.500 miles.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	8.000 "
Same in Massachusetts, . . . . .	8.000 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	8.000 "
Number of stations on all roads owned by this company, . . . . .	3
Same in Massachusetts, . . . . .	3
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . . . . .	2
Number of crossings of highways at grade, . . . . .	12
Number of crossings of highways over railroad, . . . . .	1
Number of highway bridges 18 feet above track, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	12
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . . \$200,000 00	
Capital stock authorized by votes of company, . . . . . 200,000 00	
Capital stock issued (number of shares, 1,721); amount paid in, . . . . .	\$172,100 00
Capital stock paid in on shares not issued (number of shares, 279), . . . . .	26,045 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	198,145 00
Total number of stockholders, . . . . .	72
Number of stockholders in Massachusetts, . . . . .	72
Amount of stock held in Massachusetts, . . . . . \$198,145 00	

## NAME AND RESIDENCE OF OFFICERS.

Edwin D. Metcalf, *President*, Springfield, Mass. William Birnie, *Vice-President*, Springfield, Mass. James Kirkham, *Treasurer*, Springfield, Mass. H. H. Bowman, *Clerk of Corporation*, Springfield, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin D. Metcalf, William Birnie, C. L. Covell, Henry Fuller, Jr., E. W. Ladd, Virgil Perkins, Geo. W. Tapley, J. H. Appleton, James Kirkham, C. L. Long, A. T. Folsom, A. N. Mayo, H. H. Bowman, all of Springfield, Mass.

## PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD & NEW LONDON RAILROAD COMPANY,  
SPRINGFIELD, MASS.

EDWIN D. METCALF,  
HENRY FULLER, JR.,  
CHAS. L. LONG,  
A. N. MAYO,  
H. H. BOWMAN,  
A. T. FOLSOM,  
JAMES KIRKHAM,

*Directors.*

JAMES KIRKHAM,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 22, 1886. Then personally appeared Edwin D. Metcalf, Henry Fuller, Jr., Charles L. Long, A. N. Mayo, H. H. Bowman, A. T. Folsom and James Kirkham, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

D. E. WEBSTER,  
*Justice of the Peace*

# REPORT

## OF THE

### STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$31,647 00
Total expense (including taxes), . . . . .	7,174 48
Net income, . . . . .	24,472 52
Interest accrued during year: . . . . .	67 79
On other debt, . . . . .	\$67 79
Dividends declared (5.43 per cent.), . . . . .	24,362 13
Balance for the year (surplus), . . . . .	42 60
Balance at commencement of year, . . . . .	2,772 83
Balance Sept. 30, 1886 (surplus), . . . . .	2,815 43
ANALYSIS OF EARNINGS.	
Rents for use of road, . . . . .	\$31,409 00
Income from all other sources, viz.: . . . . .	238 00
Dividend from 34 shares of Stockbridge & Pittsfield Railroad stock, . . . . .	\$238 00
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$31,647 00</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$185 00
Stationery and printing, . . . . .	10 40
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$195 40</b>
Taxes, . . . . .	6,979 08
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$7,174 48</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$448,700 00
Stock of Stockbridge & Pittsfield R. R. Co., . . . . .	2,550 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$451,250 00</b>
Cash, . . . . .	1,007 59
<b>TOTAL ASSETS, . . . . .</b>	<b>\$452,257 59</b>
LIABILITIES.	
Capital stock, . . . . .	\$448,700 00
Unfunded debt, viz.: . . . . .	742 16
Dividends unpaid, . . . . .	\$742 16
Profit & Loss balance, . . . . .	2,815 43
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$452,257 59</b>

DESCRIPTION OF ROAD.	
Main line of road from Van Deusenville to Pittsfield, . . .	22 miles.
Main line of road in Massachusetts, . . . . .	22 "
CAPITAL STOCK.	
Capital stock authorized by charter. . . . .	\$550,000 00
Capital stock authorized by votes of company, . . . . .	550,000 00
Capital stock issued (number of shares, 4,487); amount paid in, . . . . .	\$448,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	448,700 00
Total number of stockholders, . . . . .	209
Number of stockholders in Massachusetts, . . . . .	154
Amount of stock held in Massachusetts, . . . . .	\$292,400 00

## NAME AND RESIDENCE OF OFFICERS.

D. R. Williams, *President*, Stockbridge, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

D. R. Williams, Stockbridge, Mass. S. M. Buckingham, Poughkeepsie, N. Y. Henry W. Taft, Pittsfield, Mass. F. Hoffmann, Stockbridge, Mass. John B. Hull, Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. William J. Bartlett, Lee, Mass.

## PROPER ADDRESS OF THE COMPANY.

THE STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,  
STOCKBRIDGE, MASS.

D. R. WILLIAMS,  
JOHN B. HULL,  
WM. C. SPAULDING,  
HENRY W. TAFT,  
*Directors.*  
D. A. KIMBALL,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 1, 1886. Then personally appeared D. R. Williams, John B. Hull and D. A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. H. WILLIS,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 6, 1886. Then personally appeared William C. Spaulding, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

GEO. W. KNIFFIN,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 12, 1886. Then personally appeared Henry W. Taft, and made oath to the truth of the foregoing statement by him subscribed, according to the best of his knowledge and belief.

Before me,

GEO. H. TUCKER,

*Justice of the Peace.*

# REPORT

## OF THE

### STONY BROOK RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Lowell Railroad Corporation.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$20,000 00
Total expense (including taxes), . . . . .	261 59
Net income, . . . . .	19,738 41
Dividends declared (6½ per cent.), . . . . .	19,500 00
Balance for the year (surplus), . . . . .	238 41
Balance at commencement of year (deficit), . . . . .	14 48
Balance Sept. 30, 1886 (surplus), . . . . .	223 93
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$250 00
Stationery and printing, . . . . .	11 59
<b>TOTAL EXPENSES,</b> . . . . .	<b>\$261 59</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$276,601 19
Lands in Massachusetts, . . . . .	21,492 88
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$298,093 57</b>
Cash, . . . . .	2,130 86
<b>TOTAL ASSETS,</b> . . . . .	<b>\$300,223 93</b>
LIABILITIES.	
Capital stock, . . . . .	\$300,000 00
Profit & Loss balance, . . . . .	223 93
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$300,223 93</b>
DESCRIPTION OF ROAD.	
Main line of road from North Chelmsford to Ayer, . . . . .	13.16 miles.
Main line of road in Massachusetts, . . . . .	13.16 "
Total road belonging to this company, . . . . .	13.16 "
Sidings and other tracks not above enumerated, . . . . .	.95 "
Same in Massachusetts, . . . . .	.95 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b> . . . . .	<b>14.11 "</b>
Same in Massachusetts, . . . . .	14.11 "



BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards,	10
Number of crossings of highways at grade,	13
Number of highway bridges less than 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither signals nor flagmen,	10
Number of railroad-crossings under other railroads (specify each):	1
Nashua & Acton Railroad.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued (number of shares, 3,000); amount paid in,	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	300,000 00
Total number of stockholders,	231
Number of stockholders in Massachusetts,	213
Amount of stock held in Massachusetts,	\$282,300 00

## NAME AND RESIDENCE OF OFFICERS.

James B. Francis, *President*, Lowell, Mass. Jacob Rogers, *Treasurer and Clerk of Corporation*, Lowell, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James B. Francis, Lowell, Mass. Sewall G. Mack, Lowell, Mass. William A. Burke, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. Geo. Motley, Lowell, Mass. J. Henry Read, Westford, Mass.

## PROPER ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,  
LOWELL, MASS.

EDWIN MOREY,  
ALEXANDER COCHRANE,  
FREDERICK E. CLARKE,  
WILLIAM A. HASKELL,  
W. POWELL MASON,  
CHANNING CLAPP,

*Directors of the Boston & Lowell Railroad Corporation.*  
C. S. MELLEN,

*General Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1886. Then personally appeared Edwin Morey, Alexander Cochrane, Frederick E. Clarke, William A. Haskell, W. Powell Mason and Channing Clapp, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. CRAM,

*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1886. Then personally appeared C. S. Mellen, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

W. H. COOLIDGE,

*Justice of the Peace.*

# REPORT

## OF THE

### TROY & GREENFIELD RAILROAD & HOOSAC TUNNEL,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is owned by the State and is operated by the connecting roads.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$388,765 56
Total expense (including taxes), . . . . .	270,417 60
Net income, . . . . .	118,347 96
ANALYSIS OF EARNINGS.	
TOTAL TRANSPORTATION EARNINGS, . . . . .	\$350,182 33
Income from all other sources, viz. :	
Rent of stations and other property, . . . . .	11,049 64
Received for old material sold, . . . . .	4,895 03
Interest on bank account, . . . . .	186 11
Amount on pay-rolls returned, . . . . .	78 36
Western Union Telegraph Co., receipts, etc., . . . . .	601 06
Switching, telegraph service, handling freight, etc., . . . . .	16,773 03
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$388,765 56
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$11,708 85
Legal expenses (personal injuries), . . . . .	5,911 11
Stationery and printing, . . . . .	1,515 84
Contingencies and miscellaneous, . . . . .	2,236 38
Repairs of bridges (including culverts and cattle-guards), . . . . .	9,359 53
Repairs of buildings, . . . . .	8,508 87
Repairs of fences, road-crossings and signs, . . . . .	1,211 59
Renewal of rails, . . . . .	18,960 56
Renewal of ties, . . . . .	12,932 90
Repairs of road-bed and track, . . . . .	107,220 13
Repairs of locomotives, . . . . .	1,397 92
Fuel for locomotives, . . . . .	2,116 52
Water-supply, . . . . .	3,574 81
Oil and waste, . . . . .	646 89
Locomotive service, . . . . .	2,352 06
Repairs of freight-cars (flat and dump-cars), . . . . .	1,040 52
Switching, North Adams yard, . . . . .	16,848 86
Expenses car record office, . . . . .	3,482 35
Telegraph expenses, . . . . .	18,825 57
Loss and damage, freight and baggage, . . . . .	56 66
Agents and station service, . . . . .	41,403 92
Station supplies, . . . . .	4,106 47
TOTAL EXPENSES, . . . . .	\$270,417 60
Deduct amount included in above for handling freight at Greenfield, car record at North Adams, etc., received back from the operating companies, . . . . .	18,556 09
	\$251,861 51

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage, . . . . .	223,303
Freight-train mileage, . . . . .	325,235
Pushing engine mileage, . . . . .	4,922
Switching-train mileage, . . . . .	136,620
Light engine mileage, . . . . .	20,355
Other train mileage, . . . . .	4,236
Construction train mileage, . . . . .	20,160
TOTAL TRAIN MILEAGE, . . . . .	734,831
Number of local passengers (including season), . . . . .	287,740
Number of through passengers (to and from other roads), . . . . .	72,515
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	360,255
Local passenger mileage (local passengers carried one mile), . . . . .	3,362,157
Through passenger mileage (through passengers carried one mile), . . . . .	3,167,452
TOTAL PASSENGER MILEAGE, . . . . .	6,529,609
Number tons local freight, . . . . .	243,931
Number tons through freight (to and from other roads), . . . . .	1,479,274
Tons of freight on which no revenue has been collected, . . . . .	30,936
TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .	1,754,141
Local freight mileage (tons local freight carried one mile), . . . . .	3,378,181
Through freight mileage (tons through freight carried one mile), . . . . .	64,370,375
Tonnage mileage on freight on which no revenue has been collected, . . . . .	1,074,806
TOTAL FREIGHT MILEAGE, . . . . .	68,723,362
Average number of cars in passenger-trains, . . . . .	5
Average weight of freight-trains (exclusive of freight), . . . . .	300 tons.
Average number of cars in freight-train, . . . . .	25
Miles run by passenger, mail, and baggage cars (north or east), . . . . .	497,978
Miles run by passenger, mail, and baggage cars (south or west), . . . . .	497,979
Mileage local passengers (north or east), . . . . .	15,890.24
Mileage local passengers (south or west), . . . . .	17,731.33
Mileage through passengers (north or east), . . . . .	14,466.72
Mileage through passengers (south or west), . . . . .	17,207.80
Mileage local freight (north or east), . . . . .	25,760.63
Mileage local freight (south or west), . . . . .	8,021.28
Mileage through freight (north or east), . . . . .	555,488.35
Mileage through freight (south or west), . . . . .	87,215.40
DESCRIPTION OF ROAD.	
Main line of road from Greenfield to Vermont, . . . . .	44.00 miles.
Main line of road in Massachusetts, . . . . .	44.00 "
Double track on main line, . . . . .	44.00 "
Same in Massachusetts, . . . . .	44.00 "
Total road belonging to this company, . . . . .	44.00 "
Sidings and other tracks not above enumerated, . . . . .	24.09 "
Same in Massachusetts, . . . . .	24.09 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	112.09 "
Total length of steel rails in main tracks, not including steel-top rails, . . . . .	88.00 "
[Weights per yard, 60 and 67 pounds.]	
Number of stations in Massachusetts on all roads operated by this company, . . . . .	11
Number of telegraph offices in same, . . . . .	15
Number of stations on all roads owned by this company, . . . . .	11
Same in Massachusetts, . . . . .	11

EQUIPMENT.	
Number of locomotives, . . . . .	4
Number of freight-cars (basis of 8 wheels), . . . . .	13
Number of other cars, . . . . .	61

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . .	9	26	-	-	9	26	9	26
Employees, . .	2	11	2	6	4	17	4	17
Others, . .	-	-	1	2	1	2	1	2

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*January 5, 1886.* — Fitchburg Railroad brakeman, named Penniman, had left leg jammed coupling cars at North Adams.

*January 11.* — Clinton A. Cole, New Haven & Northampton brakeman, fell from top of train in tunnel and was killed.

*February 4.* — Cornelius Shea, yardman, lost two fingers coupling cars at North Adams.

*March 10.* — Troy & Boston brakeman, Frank Wood, caught his foot in frog at North Adams, and foot was run over by tender.

*April 7.* — Fitchburg train 35 derailed about half-way between Bardwell's and West Deerfield stations, and rolled down the bank into the river; seven people killed outright and four others injured so they died shortly afterwards and thirty-seven more or less injured.

*April 14.* — N. P. Smith, walking on track near Williamstown, was struck by a train and badly bruised.

*May 6.* — Patrick Welch, ledge foreman, was struck by New Haven & Northampton passenger-train and killed.

*May 24.* — Thos. Haverty, Fitchburg brakeman, fell from top of train in tunnel and badly bruised his hip.

*June 30.* — Patrick Moore, trackwalker, struck by freight-train near Williamstown and badly bruised.

*July 4.* — Daniel Hurley, found lying dead between the tracks at east end North Adams yard, with skull fractured.

*July 13.* — F. M. Montleth, Fitchburg brakeman, jumped from top of train near Bear River bridge, and was somewhat bruised; journal broke on car.

*August 2.* — Wm. Kinsley, a boy nine years old, while crawling under a Boston, Hoosac Tunnel & Western Railway freight-train near Blackinton, had both legs run over and crushed.

BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	37
Number of spans of timber bridges of 25 feet and upwards, . . . . .	8
Number of crossings of highways at grade, . . . . .	23
Number of crossings of highways over railroad, . . . . .	4

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Number of crossings of highways under railroad, . . .	10
Number of highway bridges 18 feet above track, . . .	4
Height of lowest bridge above the rail, . . .	18
Number of crossings at which gates or flagmen are maintained, . . .	11

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A. W. LOCKE,  
*Manager.*

AUSTIN BOND,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. January 25, 1887. Then personally appeared the above-named Augustus W. Locke and Austin Bond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. PROCTOR THAYER,  
*Justice of the Peace.*

# REPORT

## OF THE

### UNION FREIGHT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$74,041 82
Total expense (including taxes), . . . . .	45,314 40
Net income, . . . . .	28,727 42
Interest accrued during year: . . . . .	7,557 94
On other debt, . . . . .	\$7,557 94
Dividends declared (7 per cent.), . . . . .	21,000 00
Balance for the year (surplus), . . . . .	169 48
Balance at commencement of year, . . . . .	32,477 07
Balance Sept. 30, 1886 (surplus), . . . . .	32,646 55
ANALYSIS OF EARNINGS.	
From local freight, . . . . .	\$69,477 99
through freight (to and from other roads), . . . . .	3,651 83
Total earnings from freight department, . . . . .	73,129 82
TOTAL TRANSPORTATION EARNINGS, . . . . .	73,129 82
Income from all other sources, viz.: . . . . .	912 00
Rents, . . . . .	\$2 00
Dividend on 130 shares stock owned by company, . . . . .	910 00
TOTAL INCOME FROM ALL SOURCES, . . . . .	74,041 82
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$6,825 36
Legal expenses, . . . . .	35 00
Insurance, . . . . .	100 00
Stationery and printing, . . . . .	211 72
Outside agencies and advertising, . . . . .	3 38
Contingencies and miscellaneous, . . . . .	92 21
Repairs of buildings, . . . . .	1,380 56
Renewal of rails, . . . . .	855 24
[Number tons steel laid, 16.]	
[Number tons iron laid, 19.]	
Repairs of road-bed and track, . . . . .	7,956 35
Repairs of locomotives, . . . . .	4,594 90
Fuel for locomotives, . . . . .	2,635 55
[Tons of coal, 493; cords of wood, 18.]	
Water supply, . . . . .	276 00
Oil and waste, . . . . .	537 90
Locomotive service, . . . . .	6,082 05
Freight-train service, . . . . .	7,419 45
Freight-train supplies, . . . . .	137 69
Mileage freight-cars, . . . . .	684 81
Telegraph expenses, . . . . .	120 25
Loss and damage, property and cattle, . . . . .	234 72
Personal injuries, . . . . .	179 00

Agents and station service, . . . . .	\$3,014 91
Station supplies, . . . . .	151 08
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$43,522 08</b>
Taxes, . . . . .	1,792 32
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$45,314 40</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Superstructure, including rails, . . . . .	\$1,807 41
Passenger and freight stations, wood-sheds, and water-stations, . . . . .	2,877 69
<b>TOTAL FOR CONSTRUCTION, . . . . .</b>	<b>\$3,685 10</b>
<b>TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .</b>	<b>3,685 10</b>

**Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>	
Cost of road, . . . . .	\$401,069 67
Cost of equipment, . . . . .	17,000 00
Stock of Union Freight Railroad Company, . . . . .	13,000 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$431,069 67</b>
Cash, . . . . .	\$12,405 42
Materials and supplies, . . . . .	3,488 76
<b>TOTAL CASH ASSETS, . . . . .</b>	<b>15,889 18</b>
<b>TOTAL ASSETS, . . . . .</b>	<b>\$446,958 85</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$300,000 00
Unfunded debt, viz.: . . . . .	114,312 30
Notes payable, . . . . .	\$110,000 00
Vouchers and accounts, . . . . .	4,312 30
<b>Profit &amp; Loss balance, . . . . .</b>	<b>32,646 55</b>
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$446,958 85</b>

**MILEAGE, TRAFFIC, ETC.**

Freight-train mileage, . . . . .	18,364
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>18,364</b>
Number tons local freight, . . . . .	227,680
Number tons through freight (to and from other roads), . . . . .	11,241
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>238,921</b>
Local freight mileage (tons local freight carried one mile), . . . . .	313,060
Through freight mileage (tons through freight carried one mile), . . . . .	16,861
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>329,921</b>
Average number of persons employed, . . . . .	34

**DESCRIPTION OF ROAD.**

Main line of road from Boston & Lowell Railroad on the north to the Old Colony Railroad on the south, in the city of Boston, . . . . .	2.431 miles.
Main line of road in Massachusetts, . . . . .	2.431 "



Double track on main line, . . . . .	.937 miles.
Same in Massachusetts, . . . . .	.937 "
Total road belonging to this company, . . . . .	2.431 "
Sidings and other tracks not above enumerated, . . . . .	1.280 "
Same in Massachusetts, . . . . .	1.280 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts, . . . . .	4.648 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	4.648 "
[Weights per yard, 88 pounds.]	
Total miles of road operated by this company, . . . . .	2.431 "
Total miles of road operated by this company in Massachusetts, . . . . .	2.431 "
RATES OF FARE, ETC.	
Average rate of local freight per ton per mile, . . . . .	2.22 cents.
Average rate of freight per ton per mile received from freight to and from other roads, . . . . .	2.17 "
Average rate of freight per ton per mile received from all freight, . . . . .	2.21 "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$500,000 00
Capital stock authorized by votes of company, . . . . .	300,000 00
Capital stock issued (number of shares, 3,000); amount paid in, . . . . .	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	
Total number of stockholders, . . . . .	8
Number of stockholders in Massachusetts, . . . . .	8
Amount of stock held in Massachusetts, . . . . .	\$300,000 00

## NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. A. H. Grovenor, *Superintendent*, Boston, Mass. S. C. Putnam, *General Freight Agent*, Hyde Park, Mass. B. B. Torrey, *Treasurer and Clerk of Corporation*, Hanover, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. James R. Kendrick, Boston, Mass. Henry A. Whitney, Milton, Mass. William G. Russell, Boston, Mass. A. A. Folsom, Boston, Mass. Royal W. Turner, Randolph, Mass.

## PROPER ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,  
BOSTON, MASS.

CHARLES F. CHOATE,  
J. R. KENDRICK,  
A. A. FOLSOM,  
ROYAL W. TURNER,  
HENRY A. WHITNEY,

*Directors.*

B. B. TORREY,

*Treasurer.*

A. S. GROVENOR,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1886. Then personally appeared Charles F. Choate, James R. Kendrick, A. A. Folsom, Royal W. Turner and Henry A. Whitney, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,

*Justice of the Peace.*

# REPORT

## OF THE

### VERMONT & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Fitchburg Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$194,580 00
Total expense,* . . . . .	3,000 00
Net income, . . . . .	191,580 00
Dividends declared (6 per cent.), . . . . .	191,580 00
Balance at commencement of year, . . . . .	142,002 28
Balance Sept. 30, 1886 (surplus), . . . . .	142,002 28

Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$3,288,328 01
Cost of equipment, . . . . .	261,233 64
Lands in Massachusetts, . . . . .	65,973 38
Turner's Falls Branch, . . . . .	145,300 63
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .	<b>\$3,760,835 66</b>
Cash, . . . . .	\$9,456 00
Fitchburg Railroad Co., . . . . .	576,169 64
City Institution for Savings in Lowell, . . . . .	354 53
<b>TOTAL CASH ASSETS,</b> . . . . .	<b>585,980 17</b>
<b>TOTAL ASSETS,</b> . . . . .	<b>\$4,346,815 83</b>
LIABILITIES.	
Capital stock, . . . . .	\$3,193,000 00
Funded debt, . . . . .	1,000,000 00
Unfunded debt, viz. : . . . . .	11,813 55
Dividends unpaid, . . . . .	\$9,456 00
Vouchers and accounts, . . . . .	2,357 55
<b>Profit &amp; Loss balance,</b> . . . . .	<b>142,002 28</b>
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$4,346,815 83</b>

DESCRIPTION OF ROAD.	
Main line of road from Fitchburg to Greenfield, . . . . .	56.00 miles.
Main line of road in Massachusetts, . . . . .	56.00 "
Double track on main line, . . . . .	54.20 "
Same in Massachusetts, . . . . .	54.20 "

\* Taxes paid by Fitchburg Railroad Company.

Branches owned by company, viz.:	
Turner's Falls Branch (single track), . . . . .	2.80 miles.
Total length of branches owned by company, . . . . .	2.80 "
Total length of branches owned by company in Massachusetts, . . . . .	2.80 "
Total road belonging to this company, . . . . .	58.80 "
Sidings and other tracks not above enumerated, . . . . .	28.03 "
Same in Massachusetts, . . . . .	28.03 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	141.03 "
Same in Massachusetts, . . . . .	141.03 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	112.20 "
[Weights per yard, 60 and 72 pounds.]	
Number of stations on all roads owned by this company, . . . . .	18
Same in Massachusetts, . . . . .	18

## BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Deerfield River, . . . . .	Truss.	Iron.	290 feet.	September, 1886.

## BRIDGES.

Number of spans of stone bridges of 25 feet and upwards, . . . . .	5
Aggregate length of same for double track (155 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . . . .	25
Aggregate length of same for single track (101 feet).	
Aggregate length of same for double track (2,536 feet).	
Aggregate length of same for triple track (57 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	5
Aggregate length of same for single track (1,000 feet).	
Aggregate length of same for double track (137 feet).	
Aggregate length of same for triple track (291 feet).	
Number of crossings of highways at grade, . . . . .	35
Number of crossings of highways over railroad, . . . . .	16
Number of crossings of highways under railroad, . . . . .	10
Number of highway bridges 18 feet above track, . . . . .	15
Number of highway bridges less than 18 feet above track, . . . . .	1
Height of lowest bridge above the rail, . . . . .	14 ft. 8 in.
Number of crossings at which gates or flagmen are maintained, . . . . .	13
Number of crossings at which there are neither signals nor flagmen, . . . . .	22
Number of railroad-crossings at grade (specifying each): . . . . .	2
Ware River Railroad.	
Connecticut River Railroad.	
Number of railroad-crossings over other railroads (specifying each): . . . . .	2
New Haven & Northampton at Deerfield (main line).	
New Haven & Northampton at Turner's Falls (branch).	
Number of railroad-crossings under other railroads (specifying each): . . . . .	1
New London Northern Railroad.	

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$4,700,000 00
Capital stock authorized by votes of company, . . . . .	8,193,000 00

Capital stock issued (number of shares, 81,980); amount paid in, . . . . .	\$8,193,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	8,193,000 00
Total number of stockholders, . . . . .	1,228
Number of stockholders in Massachusetts, . . . . .	1,068
Amount of stock held in Massachusetts, . . . . .	\$2,940,400 00
DEBT.	
Funded debt, as follows:	
Bonds due May 1, 1903, rate of interest 5 per cent., . . . . .	\$1,000,000 00
Interest paid on same during year, . . . . .	\$50,000 00

## NAME AND RESIDENCE OF OFFICERS.

Daniel S. Richardson, *President*, Lowell, Mass. Franklin N. Poor, *Treasurer*, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Daniel S. Richardson, Lowell, Mass. William H. Hill, Brookline, Mass. James A. Dupee, Boston, Mass. George F. Fay, Fitchburg, Mass. Thornton K. Ware, Fitchburg, Mass. Edward L. Davis, Worcester, Mass. Francis Goodhue, Brattleboro', Vt.

## PROPER ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,  
TREASURER'S OFFICE, 17 STATE STREET, BOSTON, MASS.

E. B. PHILLIPS,  
ROBERT CODMAN,  
RODNEY WALLACE,  
FRANKLIN N. POOR,  
C. T. CROCKER,  
CHARLES A. WELCH,

*Directors of the Fitchburg Railroad Company.*

M. D. BENSON,

*Treasurer.*

JOHN ADAMS,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1886. Then personally appeared E. B. Phillips, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, Charles A. Welch, M. D. Benson and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITTEMORE,

*Justice of the Peace.*

# REPORT OF THE WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$52,500 00
Net income, . . . . .	52,500 00
Dividends declared (7 per cent.), . . . . .	52,500 00
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$1,115,163 82
<b>TOTAL ASSETS,</b> . . . . .	<b>\$1,115,163 82</b>
LIABILITIES.	
Capital stock, . . . . .	\$750,000 00
Unfunded debt, . . . . .	365,163 82
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$1,115,163 82</b>
DESCRIPTION OF ROAD.	
Main line of road from Palmer to Winchendon, . . . . .	49.35 miles.
Main line of road in Massachusetts, . . . . .	49.35 "
Total road belonging to this company, . . . . .	49.35 "
Sidings and other tracks not above enumerated, . . . . .	5.61 "
Same in Massachusetts, . . . . .	5.61 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,</b>	<b>54.96 "</b>
Same in Massachusetts, . . . . .	54.96 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	24.28 "
[Weights per yard, 63 to 72 pounds.]	

## BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 390, . . . . .	Plate girder.	Iron.	34 ft. 6 in.	Oct. 11, 1886.

BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,*	4
Aggregate length of same for single track (119 ft. 6 in.).	
Number of spans of timber bridges of 25 feet and upwards,	8
Aggregate length of same for single track (931 ft. 6 in.).	
Number of crossings of highways at grade, . . . . .	53
Number of crossings of highways over railroad, . . . . .	1
Number of crossings of highways under railroad, . . . . .	6
Number of highway bridges 18 feet above track, . . . . .	1
Height of lowest bridge above the rail, . . . . .	18
Number of crossings at which gates or flagmen are maintained, . . . . .	1
Number of crossings at which there are neither signals nor flagmen, . . . . .	52
Number of railroad-crossings at grade (specifying each), . . . . .	2
Vermont & Massachusetts.	
Cheshire.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$1,000,000 00
Capital stock authorized by votes of company, . . . . .	750,000 00
Capital stock issued (number of shares, 7,500); amount paid in, . . . . .	\$750,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .	750,000 00
Total number of stockholders, . . . . .	134
Number of stockholders in Massachusetts, . . . . .	125
Amount of stock held in Massachusetts, . . . . .	\$588,600 00

## NAME AND RESIDENCE OF OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Boston, Mass. E. W. Long, *Clerk of Corporation*, Springfield, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. A. Rumrill, Springfield, Mass. C. A. Stevens, Ware, Mass. E. B. Gillett, Westfield, Mass. C. A. Perley, Baldwinville, Mass. W. W. Whitney, Winchendon, Mass. C. E. Stevens, Boston, Mass. H. B. Chapin, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,  
SPRINGFIELD, MASS.

J. A. RUMRILL,  
EDW. B. GILLETT,  
C. E. STEVENS,  
H. B. CHAPIN,

*Directors.*

C. E. STEVENS,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 26, 1886. Then personally appeared J. A. Rumrill, Edw. B. Gillett, C. E. Stevens and H. B. Chapin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. H. RATCLIFFE,  
*Justice of the Peace.*



# REPORT

## OF THE

### WEST AMESBURY BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road), . . . . .	\$5,700 00
Total expense (including taxes), . . . . .	588 65
Net income, . . . . .	5,111 35
Interest accrued during year, . . . . .	3,990 00
On funded debt, . . . . .	\$3,990 00
Dividends declared (2 per cent.), . . . . .	1,140 00
Balance for the year (deficit), . . . . .	18 65
Balance at commencement of year, . . . . .	191 87
Balance Sept. 30, 1886 (surplus), . . . . .	173 22
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$50 00
Legal expenses, . . . . .	80 00
Stationery and printing, . . . . .	1 50
<b>TOTAL EXPENSES,</b> . . . . .	<b>\$131 50</b>
Taxes, . . . . .	457 15
<b>TOTAL EXPENSES AND TAXES,</b> . . . . .	<b>\$588 65</b>
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road, . . . . .	\$114,000 00
Cash, . . . . .	323 22
<b>TOTAL ASSETS,</b> . . . . .	<b>\$114,323 22</b>
LIABILITIES.	
Capital stock, . . . . .	\$57,000 00
Funded debt, . . . . .	57,000 00
Unfunded debt, viz.: . . . . .	150 00
Interest unpaid, . . . . .	\$63 00
Dividends unpaid, . . . . .	87 00
Profit & Loss balance, . . . . .	173 22
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$114,323 22</b>

DESCRIPTION OF ROAD.	
Main line of road from Merrimac to Newton, N. H., . . .	4.45 miles.
Main line of road in Massachusetts, . . . . .	2.13 "
Main line of road in New Hampshire, . . . . .	2.32 "
Sidings and other tracks not above enumerated, . . . .	.49 "
Same in Massachusetts, . . . . .	.11 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.94 "
Same in Massachusetts, . . . . .	2.24 "
Number of stations on all roads owned by this company, .	2
Same in Massachusetts, . . . . .	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,* .	1
Number of crossings of highways at grade,* . . . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . . . .	1
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$150,000 00
Capital stock authorized by votes of company, . . . . .	114,000 00
Capital stock issued (number of shares, 570); amount paid in, . . . . .	\$57,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	57,000 00
Total number of stockholders, . . . . .	31
Number of stockholders in Massachusetts, . . . . .	29
Amount of stock held in Massachusetts, . . . . .	\$56,800 00
DEBT.	
Funded debt, as follows:—	
Bonds, due July 1, 1893, rate of interest 7 per cent., . . .	57,000 00
Interest paid on same during year, . . . . .	\$3,962 00

## NAME AND RESIDENCE OF OFFICERS.

Wm. H. Haskell, *President*, Merrimac, Mass. Daniel J. Poore, *Treasurer*  
and *Clerk of Corporation*, Merrimac, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. H. Haskell, Merrimac, Mass. Benj. F. Sargent, Merrimac, Mass.  
Albert Sargent, Merrimac, Mass. John Cleary, Merrimac, Mass. Michael  
F. Hoyt, Atkinson, N. H.

## PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,  
MERRIMAC, ESSEX COUNTY, MASS.

WILLIAM H. HASKELL,  
ALBERT SARGENT,  
JOHN CLEARY,

*Directors.*

DANIEL J. POORE;

*Treasurer.*

\* In Massachusetts, on miles road owned.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 9, 1886. Then personally appeared Wm. H. Haskell, Albert Sargent and John Cleary, directors, and Daniel J. Poore, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES D. PIKE,

*Notary Public.*

# REPORT

## OF THE

### WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,937 58
Total expense (including taxes),	322 72
Net income,	1,614 86
Dividends declared (4 per cent.),	1,584 00
Balance for the year (surplus),	30 86
Balance at commencement of year,	1,167 61
Balance Sept. 30, 1886 (surplus),	1,198 47
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$1,886 96
Income from all other sources, viz.:	50 62
Dividend on 8 shares West Stockbridge Railroad stock,	\$32 00
Interest,	18 62
TOTAL INCOME FROM ALL SOURCES,	\$1,937 58
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$20 00
Contingencies and miscellaneous,	2 75
TOTAL OPERATING EXPENSES,	\$22 75
Taxes,	299 97
TOTAL OPERATING EXPENSES AND TAXES,	\$322 72
Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cost of road,	\$39,600 00
Stock of West Stockbridge Railroad,	400 00
TOTAL PERMANENT INVESTMENTS,	\$40,000 00
Cash,	\$818 78
Bills receivable,	479 69
TOTAL CASH ASSETS,	798 47
TOTAL ASSETS,	\$40,798 47
LIABILITIES.	
Capital stock,	\$39,600 00
Profit & Loss balance,	1,198 47
TOTAL LIABILITIES,	\$40,798 47

DESCRIPTION OF ROAD.	
Main line of road from West Stockbridge to State Line, . . . . .	2.75 miles.
Main line of road in Massachusetts, . . . . .	2.75 "
Total road belonging to this company, . . . . .	2.75 "
Sidings and other tracks not above enumerated, . . . . .	2.75 "
Same in Massachusetts, . . . . .	2.75 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK, . . . . .	5.50 "
Same in Massachusetts, . . . . .	5.50 "
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . . . .	6
Number of crossings of highways at grade, . . . . .	4
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . . \$75,000 00	
Capital stock authorized by votes of company, . . . . . 75,000 00	
Capital stock issued (number of shares, 396); amount paid in, . . . . .	\$39,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . . . .	39,600 00
Total number of stockholders, . . . . . 20	
Number of stockholders in Massachusetts, . . . . . 18	
Amount of stock held in Massachusetts, . . . . . \$39,100 00	

## NAME AND RESIDENCE OF OFFICERS.

George H. Power, *President*, Hudson, N. Y. Henry W. Taft, *Treasurer and Clerk of Corporation*, Pittsfield, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Power, Hudson, N. Y. Henry W. Taft, Pittsfield, Mass.  
 George W. Kniffin, West Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. William Bliss, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,  
 PITTSFIELD, MASS.

GEORGE H. POWER,

*President.*

HENRY W. TAFT,

GEO. W. KNIFFIN,

WM. C. SPAULDING,

*Directors.*

HENRY W. TAFT,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 5, 1886. Then personally appeared Henry W. Taft and Wm. C. Spaulding, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

JOHN BROWNING,

*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 5, 1886. Then personally appeared George W. Kniffin, above named, and made oath to the truth of the foregoing statement by him subscribed, according to the best of his knowledge and belief.

Before me,

WM. C. SPAULDING,

*Justice of the Peace.*

# REPORT

## OF THE

### WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[On and after Jan. 1, 1886, this road was leased to and operated by the Boston & Maine R. R.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$369,042 36
Total expense (including taxes), . . . . .	104,528 59
Net income, . . . . .	264,513 77
Interest accrued during year : . . . . .	82,991 04
On funded debt, . . . . .	\$79,666 66
On other debt, . . . . .	3,324 38
Dividends declared (3 per cent.), . . . . .	91,869 00
Balance for the year (surplus), . . . . .	89,653 73
Balance at commencement of year, . . . . .	90,236 21
Deduct :	
Paid personal injuries, legal expenses, Clin-	
ton washout, etc., . . . . .	29,841 84
Charged profit and loss, on account of dis-	
tribution of stock, . . . . .	278,000 00
Balance at commencement of year as so changed, . . . . .	217,605 63
Balance Sept. 30, 1886 (deficit), . . . . .	127,951 90
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$21,150 21
through passengers (to and from other roads), . . . . .	26,599 08
express and extra baggage, . . . . .	2,393 54
mails, . . . . .	3,017 65
other sources, passenger department, . . . . .	555 01
Total earnings from passenger department, . . . . .	53,715 49
From local freight, . . . . .	24,406 09
through freight (to and from other roads), . . . . .	86,108 53
other sources, freight department, . . . . .	4,604 73
Total earnings from freight department, . . . . .	115,118 35
TOTAL TRANSPORTATION EARNINGS, . . . . .	168,833 84
Rents for use of road, . . . . .	187,500 00
Income from all other sources, viz. : . . . . .	12,708 52
Rent of land and buildings, . . . . .	\$2,208 52
Premium on bonds, . . . . .	10,500 00
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$369,042 36

ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$7,687 93
Legal expenses, . . . . .	517 23
Insurance, . . . . .	407 00
Stationery and printing, . . . . .	1,017 15
Outside agencies and advertising, . . . . .	813 20
Contingencies and miscellaneous, . . . . .	2,299 07
Repairs of bridges (including culverts and cattle-guards), . . . . .	1,124 33
Repairs of buildings, . . . . .	1,407 39
Repairs of fences, road-crossings and signs, . . . . .	896 34
Renewal of rails, . . . . .	4,610 40
[Number tons steel laid, 489.]	
Renewal of ties, . . . . .	1,955 39
[Number laid, 4,888.]	
Repairs of road-bed and track, . . . . .	11,022 56
Repairs of locomotives, . . . . .	4,157 38
Fuel for locomotives, . . . . .	15,865 41
[Tons of coal, 8,777.]	
Water supply, . . . . .	724 71
Oil and waste, . . . . .	586 23
Locomotive service, . . . . .	8,831 32
Repairs of passenger-cars, . . . . .	2,558 56
Passenger-train service, . . . . .	3,761 37
Passenger-train supplies, . . . . .	840 23
Repairs of freight-cars, . . . . .	3,246 88
Freight-train service, . . . . .	12,043 18
Freight-train supplies, . . . . .	398 77
Mileage freight-cars, . . . . .	6,391 59
Telegraph expenses, . . . . .	743 23
Loss and damage, freight and baggage, . . . . .	39 02
Loss and damage, property and cattle, . . . . .	78 00
Personal injuries, . . . . .	147 00
Agents and station service, . . . . .	9,223 85
Station supplies, . . . . .	1,034 77
TOTAL OPERATING EXPENSES, . . . . .	\$104,429 49
Taxes, . . . . .	99 10
TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$104,528 59

## Balance Sheet Sept. 30, 1886.

ASSETS.		
Cost of road, . . . . .	\$4,138,584 99	
Cost of equipment, . . . . .	415,336 03	
TOTAL PERMANENT INVESTMENTS, . . . . .		\$4,553,921 02
Cash, . . . . .	\$16,025 47	
Debit balances, . . . . .	64,149 11	
Worcester, Nashua & Rochester Railroad stock, . . . . .	35,300 00	
TOTAL CASH ASSETS, . . . . .		115,474 58
Profit & Loss balance,* . . . . .		127,951 90
TOTAL ASSETS, . . . . .		\$4,797,347 50

\* Changed from credit to debit on account of distribution of stock.



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LIABILITIES.		
Capital stock, . . . . .		\$3,099,800 00
Funded debt, . . . . .		1,662,000 00
Unfunded debt, viz.: . . . . .		35,547 50
Interest unpaid, . . . . .	\$3,547 50	
Notes payable, . . . . .	32,000 00	
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$4,797,347 50</b>
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Bonds guaranteed by this company or a lien on its road, viz.: Nashua & Rochester Railroad bonds.		\$575,000 00
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage, . . . . .		62,339
Freight-train mileage, . . . . .		65,763
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>		<b>128,101</b>
Switching-train mileage, . . . . .		36,703
Other train mileage, . . . . .		2,529
<b>TOTAL TRAIN MILEAGE, . . . . .</b>		<b>167,333</b>
Number of season-ticket passengers, . . . . .		17,992
Number of local passengers (including season), . . . . .		71,596
Number of through passengers (to and from other roads), . . . . .		37,237
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>		<b>108,953</b>
Local passenger mileage (local passengers carried one mile), . . . . .		868,520
Through passenger mileage (through passengers carried one mile), . . . . .		910,241
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>		<b>1,778,761</b>
Number tons local freight, . . . . .		16,523
Number tons through freight (to and from other roads), . . . . .		107,618
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>		<b>124,141</b>
Local freight mileage (tons local freight carried one mile), . . . . .		604,458
Through freight mileage (tons through freight carried one mile), . . . . .		3,647,113
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>		<b>4,251,571</b>
Average number of cars in passenger-trains, . . . . .		5
Average weight of freight-trains (exclusive of freight), . . . . .		225 tons.
Average number of cars in freight-train, . . . . .		25
Average number of persons employed, . . . . .		400
DESCRIPTION OF ROAD.		
Main line of road from Worcester to Rochester, N. H. . . . .		94.48 miles.
Main line of road in Massachusetts, . . . . .		39.46 "
Main line of road in New Hampshire, . . . . .		55.02 "
Double track on main line, . . . . .		18.13 "
Same in Massachusetts, . . . . .		18.13 "
Total road belonging to this company, . . . . .		94.48 "
Sidings and other tracks not above enumerated, . . . . .		20.10 "
Same in Massachusetts, . . . . .		12.50 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .</b>		<b>132.71 "</b>
Same in Massachusetts, . . . . .		70.09 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .		79.23 "
[Weights per yard, 56 to 60 pounds.]		
Total miles of road operated by this company (to Jan. 1, 1886), . . . . .		94.48 "
Total miles of road operated by this company in Massachusetts, . . . . .		39.46 "

## EQUIPMENT.

Number of locomotives, . . . . .	24
Number of passenger-cars, . . . . .	19
Number of parlor or sleeping cars, . . . . .	3
Number of baggage, mail and express cars, . . . . .	9
Number of freight-cars (basis of 8 wheels), . . . . .	417½
The above-named rolling-stock is leased to the Boston & Maine Railroad.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Others, .	-	-	2	-	2	-	-	-

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*October 7, 1885.* — James Butler, killed at Gardner Street crossing in Worcester, being struck by a freight-car; was warned not to cross the track, but paid no heed to the warning.

*December 10.* — Bridget Ford, killed by passenger-train number 6, while walking on track in freight-yard at Lincoln Square.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . . . .	120,000 lbs.
Average weight of locomotives in working order, . . . . .	96,037 "
Maximum weight of tenders full of fuel and water, . . . . .	40,000 "
Average weight of tenders full of fuel and water, . . . . .	33,437 "
Maximum weight of passenger-cars, . . . . .	54,000 "
Average weight of passenger-cars, . . . . .	40,200 "
Average weight of mail and baggage cars, . . . . .	33,427 "
Average weight of 8-wheel box freight-cars, . . . . .	17,000 "
Average weight of 4-wheel box freight-cars, . . . . .	9,150 "
Average weight of 8-wheel platform-cars, . . . . .	14,000 "
Average weight of 4-wheel platform-cars, . . . . .	8,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	45 feet.
Total length of heaviest engine and tender over all, . . . . .	55 "
What telegraph companies own a line on your right of way, and how many miles does each own?	
Worcester, Nashua & Rochester Telegraph Co., 45 <sup>88</sup> / <sub>100</sub> miles.	
Western Union Telegraph Co., 48½ miles (from Nashua to Rochester).	

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . . . . .	2
Number of spans of stone bridges of 25 feet and upwards,* . . . . .	2
Number of spans of iron bridges of 25 feet and upwards,* . . . . .	3
Number of spans of timber bridges of 25 feet and upwards,* . . . . .	2

\* In Massachusetts, on miles road owned.

Number of crossings of highways at grade.*	37
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	4
Number of highway bridges less than 18 feet above track,	3
Height of lowest bridge above the rail,	14 ft. 2 in.
Number of crossings at which gates or flagmen are maintained,	11
Number of crossings at which there are neither signals nor flagmen,*	26
Number of railroad-crossings at grade (specifying each):	5
Worcester Division, Fitchburg Railroad, in Worcester.	
Massachusetts Central, at Oakdale.	
Old Colony, at Clinton.	
Fitchburg and Peterborough & Shirley Railroads, at Ayer.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.16 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.76 "
Average rate of fare per mile for season-ticket passengers,	.89 "
Average rate of fare per mile received from all passengers,	2.73 "
Average rate of local freight per ton per mile,	3.54 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.12 "
Average rate of freight per ton per mile received from all freight,	2.31 "

## CAPITAL STOCK.

Capital stock authorized by charter,	\$3,600,000 00
Capital stock authorized by votes of company,	3,099,800 00
Capital stock issued (number of shares, 30,998); amount paid,	\$3,099,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	3,099,800 00
Total number of stockholders,	818
Number of stockholders in Massachusetts,	571
Amount of stock held in Massachusetts,	\$2,596,800 00

## DEBT.

## Funded debt, as follows:—

Mortgage bonds due (overdue), rate of interest (none),	\$12,000 00
Interest paid on same during year,	Nothing.
Mortgage bonds due May 1, 1887, rate of interest 5 per cent.,	275,000 00
Interest paid on same during year,	\$13,750 00
Mortgage bonds due April 1, 1893, rate of interest 5 per cent.,	250,000 00
Interest paid on same during year,	\$12,500 00
Mortgage bonds due Feb. 1, 1895, rate of interest 5 per cent.,	400,000 00
Interest paid on same during year,	\$20,000 00
Mortgage bonds due April 1, 1894, rate of interest 5 per cent.,	575,000 00
Interest paid on same during year,	\$32,916 66
Mortgage bonds due July 1, 1906, rate of interest 4 per cent.,	150,000 00
Interest paid on same during year,	\$500 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,662,000 00

\* In Massachusetts, on miles road owned.

## NAME AND RESIDENCE OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H. Charles Howard, *General Manager*, Worcester, Mass. T. W. Hammond, *Treasurer and Clerk of Corporation*, Worcester, Mass.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H. George C. Lord, Newton, Mass. Frank Jones, Portsmouth, N. H. James P. Cook, Salem, Mass. George W. Armstrong, Brookline, Mass. Elijah B. Stoddard, Worcester, Mass. Frank A. McKean, Nashua, N. H. John A. Spalding, Nashua, N. H. Charles Holman, Nashua, N. H.

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## PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,  
WORCESTER, MASS.

---

CHAS. A. SINCLAIR,  
CHARLES HOLMAN,  
GEO. W. ARMSTRONG,  
JAMES P. COOK,  
J. A. SPALDING,  
GEORGE C. LORD,  
E. B. STODDARD,

*Directors.*

T. W. HAMMOND,

*Treasurer.*

CHARLES HOWARD,

*General Manager.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1886. Then personally appeared Chas. A. Sinclair, Charles Holman, Geo. W. Armstrong, James P. Cook, J. A. Spalding, George C. Lord, E. B. Stoddard and T. W. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L B. HILDRETH,

*Justice of the Peace.*

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The undersigned, commissioner of Worcester & Nashua Railroad for the Commonwealth of Massachusetts, having examined the foregoing report, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM,

*Commissioner.*

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WORCESTER, Nov. 8, 1886.

The undersigned, commissioner for the Commonwealth of Massachusetts of the Worcester & Nashua Railroad Company, on the 8th day of November, 1886, examined the accounts of said road, to determine what proportion of

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the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what portion to that part lying in New Hampshire.

The cost of the road and equipment, as appears by the report and the books of the company, is as follows : —

Cost of 94.48 miles of road, . . . . .	\$4,138,584 99
Cost of 39.46 miles of road in Massachusetts, . . . . .	1,991,582 59
Cost of 55.02 miles of road in New Hampshire, . . . . .	2,147,002 40
Cost of equipment of entire road, . . . . .	415,336 06
Cost of equipment of road in Massachusetts, . . . . .	277,000 69
Cost of equipment of road in New Hampshire, . . . . .	138,335 34
Total income of entire road, earnings and rent, . . . . .	369,042 36
Total income from 39.46 miles in Massachusetts, . . . . .	276,781 77
Total income from 55.02 miles in New Hampshire, . . . . .	92,260 59
Net income of entire road, . . . . .	264,513 77
Net income of road in Massachusetts, . . . . .	176,342 51
Net income of road in New Hampshire, . . . . .	88,171 26
Total expenses of road for October, November, December, 1885, . . . . .	104,528 59
Total expenses of road in Massachusetts, . . . . .	78,396 44
Total expenses of road in New Hampshire, . . . . .	26,132 15

And the apportionment is hereby made according to the above figures.

JOHN J. PUTNAM,  
*Commissioner.*

## REPORT

OF THE

## WORCESTER &amp; SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income, . . . . .	\$27,295 85
Total expense (including taxes), . . . . .	16,415 23
Net income, . . . . .	10,880 62
Interest accrued during year: . . . . .	1,320 00
On funded debt, . . . . . \$1,320 00	
Balance for the year (surplus), . . . . .	9,560 62
Balance at commencement of year, . . . . .	5,995 83
Balance Sept. 30, 1886 (surplus), . . . . .	15,556 45
ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$26,970 98
TOTAL TRANSPORTATION EARNINGS, . . . . .	26,970 98
Income from all other sources, viz.: . . . . .	324 87
Sale of old rails, . . . . . \$313 99	
Sale of old ties, . . . . . 10 88	
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$27,295 85
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$1,800 00
Legal expenses, . . . . .	10 00
Stationery and printing, . . . . .	244 19
Outside agencies and advertising, . . . . .	4,417 34
Contingencies and miscellaneous, . . . . .	287 83
Repairs of buildings, . . . . .	97 23
Renewal of ties, . . . . .	258 87
[Number laid, 766.]	
Repairs of road-bed and track, . . . . .	1,288 29
Repairs of locomotives, . . . . .	729 40
Fuel for locomotives, . . . . .	2,270 94
[Tons of coal, 403; cords of wood, 35.]	
Water supply, . . . . .	80 00
Oil and waste, . . . . .	376 11
Locomotive service, . . . . .	1,961 75
Repairs of passenger-cars, . . . . .	144 94
Passenger-train service, . . . . .	1,813 75
Passenger-train supplies, . . . . .	38 60
Agents and station service, . . . . .	420 00
Station supplies, . . . . .	30 91
TOTAL OPERATING EXPENSES, . . . . .	\$16,270 15
Taxes, . . . . .	145 08
TOTAL OPERATING EXPENSES AND TAXES, . . . . .	\$16,415 23

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Passenger and freight stations, wood-sheds, and water-stations, . . . . .	\$1,669 65
Engine-houses, car-sheds, and turn-table, . . . . .	3,015 07
TOTAL FOR CONSTRUCTION, . . . . .	4,684 72
Passenger, mail, and baggage-cars (number, 2), . . . . .	5,484 08
TOTAL FOR EQUIPMENT, . . . . .	5,484 08
TOTAL CHARGES TO PROPERTY ACCOUNTS, . . . . .	
	<b>\$10,168 80</b>

**Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>		
Cost of road, . . . . .	\$43,958 10	
Cost of equipment, . . . . .	33,466 62	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$77,424 72</b>
Cash, . . . . .		299 88
<b>TOTAL ASSETS, . . . . .</b>		<b>\$77,724 60</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .	\$36,825 00	
Funded debt, . . . . .	22,000 00	
Unfunded debt, viz.: . . . . .	3,343 15	
Notes payable, . . . . .	\$3,343 15	
Profit & Loss balance, . . . . .	15,556 45	
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$77,724 60</b>

**MILEAGE, TRAFFIC, ETC.**

Passenger-train mileage, . . . . .	34,156
TOTAL TRAIN MILEAGE, . . . . .	34,156
Number of local passengers (including season), . . . . .	337,192
TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .	337,192
Local passenger mileage (local passengers carried one mile), . . . . .	910,418
TOTAL PASSENGER MILEAGE, . . . . .	910,418
Average number of cars in passenger-trains, . . . . .	2
Average number of persons employed, . . . . .	7

**DESCRIPTION OF ROAD.**

Main line of road from Worcester to Lake Quinsigamond, . . . . .	2.7 miles.
Main line of road in Massachusetts, . . . . .	2.7 "
Total road belonging to this company, . . . . .	2.7 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . . . .	2.7 "
Same in Massachusetts, . . . . .	2.7 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	2.7 "
[Weights per yard, 56 and 60 pounds.]	
Total miles of road operated by this company, . . . . .	2.7 "
Total miles of road operated by this company in Massachusetts, . . . . .	2.7 "
Number of stations on all roads owned by this company, . . . . .	5
Same in Massachusetts, . . . . .	5

**EQUIPMENT.**

Number of locomotives, . . . . .	3
Number of passenger-cars, . . . . .	7
Number of other cars, . . . . .	4

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Others, .	-	-	1	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*April 15, 1886.* — Frank Hosmer, killed while riding on the locomotive. Without notifying any one, and just before stopping at Worcester, he disappeared from the cab and fell under the locomotive; was hit by the driving-rod. Head crushed and arm broken.

GENERAL INFORMATION.		
Number of crossings of highways at grade, . . . . .		3
Number of crossings at which there are neither signals nor flagmen, . . . . .		3
RATES OF FARE, ETC.		
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . . . .		8.00 cents.
Average rate of fare per mile for season-ticket passengers, . . . . .		1.75 "
Average rate of fare per mile received from all passengers, . . . . .		2.50 "
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$40,000 00	
Capital stock authorized by votes of company, . . . . .	36,700 00	
Capital stock issued (number of shares, 367); amount paid in, . . . . .		\$36,825 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . . . .		36,825 00
Total number of stockholders, . . . . .	10	
Number of stockholders in Massachusetts, . . . . .	10	
Amount of stock held in Massachusetts, . . . . .	\$36,825 00	
DEBT.		
Funded debt, as follows:		
Mortgage bonds due Jan. 1, 1895, rate of interest 6 per cent., . . . . .		\$22,000 00
Interest paid on same during year, . . . . .	\$1,320 00	

## NAME AND RESIDENCE OF OFFICERS.

H. H. Bigelow, *President*, Worcester, Mass. S. K. Hindley, *Auditor*, Springfield, Mass. I. E. Bigelow, *Superintendent*, Worcester, Mass. H. H. Bigelow, *Treasurer*, Worcester, Mass. I. E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Josiah H. Clarke, Worcester, Mass. Chas. S. Turner, Worcester, Mass. Horace H. Bigelow, Worcester, Mass. Geo. H. Ball, Boston, Mass. Edw'd D. Stoddard, Boston, Mass.



PROPER ADDRESS OF THE COMPANY.  
WORCESTER & SHREWSBURY RAILROAD COMPANY,  
WASHINGTON SQUARE, WORCESTER, MASS.

---

H. H. BIGELOW,  
JOSIAH H. CLARKE,  
C. S. TURNER,  
*Directors.*  
H. H. BIGELOW,  
*Treasurer.*  
I. E. BIGELOW,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 2, 1886. Then personally appeared H. H. Bigelow, Josiah H. Clarke, C. S. Turner and I. E. Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. B. HAMILTON.  
*Justice of the Peace.*

# REPORT

## OF THE

### HOUSATONIC RAILROAD COMPANY OF CONNECTICUT,

#### FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[Showing Revenue, Expenses of Operating, Mileage, Traffic, etc., on Roads Leased and Operated by Company in Massachusetts, the same being the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads.]

ANALYSIS OF EARNINGS.	
From local passengers, . . . . .	\$58,993 26
through passengers (to and from other roads), . . . . .	31,765 60
express and extra baggage, . . . . .	5,550 00
mails, . . . . .	4,857 12
<i>Total earnings from passenger department, . . . . .</i>	<i>101,165 98</i>
From local freight, . . . . .	58,241 52
through freight (to and from other roads), . . . . .	75,861 88
other sources, freight department, . . . . .	17,949 44
<i>Total earnings from freight department, . . . . .</i>	<i>152,052 34</i>
TOTAL TRANSPORTATION EARNINGS, . . . . .	253,218 32
Income from all other sources, viz.: . . . . .	792 58
Wharfage, . . . . .	\$589 47
Rents, . . . . .	203 11
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$254,010 90</b>
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks, . . . . .	\$7,998 59
Legal expenses, . . . . .	940 43
Insurance, . . . . .	1,031 39
Stationery and printing, . . . . .	1,495 51
Outside agencies and advertising, . . . . .	815 87
Contingencies and miscellaneous, . . . . .	4,749 89
Repairs of bridges (including culverts and cattle-guards), . . . . .	472 00
Repairs of buildings, . . . . .	10,191 15
Repairs of fences, road-crossings and signs, . . . . .	1,961 46
Renewal of rails, . . . . .	12,493 33
[Number tons steel laid, 1,053, in Massachusetts.]	
Renewal of ties, . . . . .	5,527 67
[Number laid, 12,384.]	
Repairs of road-bed and track, . . . . .	13,650 09
Repairs of locomotives, . . . . .	11,237 43
Fuel for locomotives, . . . . .	17,632 39
[Tons of coal, 5,404; cords of wood, 37.]	
Water supply, . . . . .	875 25
Oil and waste, . . . . .	2,117 82
Locomotive service, . . . . .	13,213 58
Repairs of passenger-cars, . . . . .	8,108 48
Passenger-train service, . . . . .	5,646 08
Passenger-train supplies, . . . . .	743 91
Mileage passenger-cars, . . . . .	173 72

Repairs of freight-cars, . . . . .	\$8,242 83
Freight-train service, . . . . .	7,591 50
Freight-train supplies, . . . . .	660 64
Mileage freight-cars, . . . . .	2,295 49
Telegraph expenses, . . . . .	67 71
Loss and damage, freight and baggage, . . . . .	160 06
Loss and damage, property and cattle, . . . . .	175 82
Personal injuries, . . . . .	422 73
Agents and station service, . . . . .	17,023 95
Station supplies, . . . . .	2,852 50
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$160,564 27</b>
<b>Taxes, . . . . .</b>	<b>7,465 68</b>
<b>TOTAL OPERATING EXPENSES AND TAXES, . . . . .</b>	<b>\$168,029 95</b>

<b>MILEAGE, TRAFFIC, ETC.</b>	
Passenger-train mileage, . . . . .	94,313
Freight-train mileage, . . . . .	90,314
<b>TOTAL REVENUE-TRAIN MILEAGE, . . . . .</b>	<b>184,627</b>
Other train mileage, . . . . .	13,413
<b>TOTAL TRAIN MILEAGE, . . . . .</b>	<b>198,040</b>
Number of local passengers (including season), . . . . .	91 997
Number of through passengers (to and from other roads), . . . . .	49,538
<b>TOTAL NUMBER OF PASSENGERS CARRIED, . . . . .</b>	<b>141,535</b>
Local passenger mileage (local passengers carried one mile), . . . . .	2,247,503
Through passenger mileage (through passengers carried one mile), . . . . .	1,411,804
<b>TOTAL PASSENGER MILEAGE, . . . . .</b>	<b>3,659,307</b>
Number tons local freight, . . . . .	45,458
Number tons through freight (to and from other roads), . . . . .	67,864
<b>TOTAL NUMBER TONS FREIGHT CARRIED, . . . . .</b>	<b>113,322</b>
Local freight mileage (tons local freight carried one mile), . . . . .	1,705,919
Through freight mileage (tons through freight carried one mile), . . . . .	4,741,336
<b>TOTAL FREIGHT MILEAGE, . . . . .</b>	<b>6,447,255</b>
Average number of persons employed, . . . . .	180

<b>DESCRIPTION OF ROAD.</b>	
Main line of road operated by this company in Massachusetts (Stockbridge & Pittsfield Railroad, 22.93 miles; Berkshire Railroad, 21.03 miles; West Stockbridge Railroad, 2.64 miles), . . . . .	46.60 miles.
Sidings and other tracks not above enumerated (Stockbridge & Pittsfield Railroad, 4.99 miles; Berkshire Railroad, 4.49 miles; West Stockbridge Railroad, 2.38 miles), . . . . .	11.86 "
<b>TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK</b> (Stockbridge & Pittsfield Railroad, 27.92 miles; Berkshire Railroad, 25.52 miles; West Stockbridge Railroad, 5.02 miles), . . . . .	58.46 "
Total length of steel rails in tracks, not including steel-top rails (Stockbridge & Pittsfield Railroad, 22.93 miles; Berkshire Railroad, 21.03 miles; West Stockbridge Railroad, 2.64 miles), . . . . .	46.60 "
[Weights per yard, 60.]	
Total miles of road operated by this company in Massachusetts, . . . . .	46.60 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	16
Number of telegraph offices in same, . . . . .	13

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	2	-	-	-	-	-	-
Others, .	-	-	2	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*January 24, 1886.* — Pullen Jarratt, employed in repair shop at Falls Village, instantly killed at Great Barrington while attempting to board through freight number 20; body badly mangled; under influence of liquor when last seen alive; not seen by train men at time of accident. Age 22 years.

*February 8.* — Herbert Decker, age 23 years, brakeman on train number 3, killed at Gross Turnout, Lee, running ahead of engine which was backing down; fell on track and tender passed over him; leg and one hand cut off. Died from shock.

*April 16.* — L. J. Chapman, brakeman on freight train, had forefinger on left hand cut off while coupling cars; old style bumpers.

*April 22.* — Edward Cavanaugh, brakeman on train number 1, had arm caught between deadwoods and broken while coupling cars at Ashley Falls; old style bumpers.

*April 30.* — James Smith, age 26 years, brakeman on freight train number 3, struck by pipe on water tank at Stockbridge; knocked from car, fracturing his skull. Died same night.

*September 4.* — John Lee, age 60 years, was struck and instantly killed by train number 14 near Lenox Furnace; said to have been deaf and appeared to be intoxicated.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	60,000 lbs.
Average weight of locomotives in working order, . . .	58,000 "
Maximum weight of tenders full of fuel and water, . . .	40,000 "
Average weight of tenders full of fuel and water, . . .	38,000 "
Maximum weight of passenger-cars, . . . . .	44,000 "
Average weight of passenger-cars, . . . . .	36,000 "
Average weight of mail and baggage cars, . . . . .	34,000 "
Average weight of 8-wheel box freight-cars, . . . . .	17,000 "
Average weight of 8-wheel platform-cars, . . . . .	14,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . . . .	41 ft. 9 in.
Total length of heaviest engine and tender over all, . . . . .	51 " 10 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union, 46.60.	

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards (Stockbridge & Pittsfield, 7; Berkshire, 8; West Stockbridge, 3), . . . . .	18
Number of spans of iron bridges of 25 feet and upwards (Stockbridge & Pittsfield, 5; Berkshire, 1), . . . . .	6

Number of crossings of highways at grade (Stockbridge & Pittsfield, 22; Berkshire, 27; West Stockbridge, 4), . . .	53
Number of crossings of highways over railroad, . . .	3
Number of crossings of highways under railroad, . . .	6
Number of highway bridges less than 18 feet above track, . . .	3
Height of lowest bridge above the rail, . . .	14½ ft.
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen, . . .	52

#### RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	8.63 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	2.25 "
Average rate of fare per mile received from all passengers, . . .	2.48 "
Average rate of local freight per ton per mile, . . .	13.00 "
Average rate of freight per ton per mile received from freight to and from other roads, . . .	1.60 "
Average rate of freight per ton per mile received from all freight, . . .	2.08 "

#### NAME AND RESIDENCE OF OFFICERS.

William H. Barnum, *President*, Lime Rock, Conn. H. W. Watson, *Auditor*, Bridgeport, Conn. H. A. Bishop, *Superintendent*, Bridgeport, Conn. H. C. Cogswell, *General Freight Agent*, Bridgeport, Conn. H. D. Averill, *General Passenger Agent*, Bridgeport, Conn. Charles K. Averill, *Treasurer and Clerk of Corporation*, Bridgeport, Conn.

#### NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William H. Barnum, Lime Rock, Conn. William D. Bishop, Bridgeport, Conn. Charles K. Averill, Bridgeport, Conn. Horace Nichols, Bridgeport, Conn. A. B. Mygatt, New Milford, Conn. John B. Peck, Rye, N. Y. W. E. Downes, Birmingham, Conn. D. W. Plumb, Birmingham, Conn. H. Y. Leavitt, New York, N. Y.

#### PROPER ADDRESS OF THE COMPANY.

THE HOUSATONIC RAILROAD COMPANY,  
BRIDGEPORT, CONN.

W. H. BARNUM,  
A. B. MYGATT,  
WM. D. BISHOP,  
H. NICHOLS,

*Directors.*

C. K. AVERILL,

*Treasurer.*

HENRY A. BISHOP,

*Superintendent.*

## STATE OF CONNECTICUT.

COUNTY OF FAIRFIELD, ss. BRIDGEPORT, CONN., Nov. 1, 1886. Then personally appeared William H. Barnum, A. B. Mygatt, William D. Bishop, H. Nichols, Henry Bishop, C. K. Averill, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES K. AVERILL,

*Notary Public.*

# REPORT

## OF THE

### CAPE COD SHIP CANAL COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

*To the Board of Railroad Commissioners of the Commonwealth of Massachusetts:—*

The Cape Cod Ship Canal Company respectfully submits the following report for the year ending Sept. 30, 1886. The work of building the canal has been continued; but as it is being constructed under the contract referred to in the previous annual reports to the Board, the disbursements for construction have been made by the contractor, and do not appear on the books of the company.

The corporation has received from the contractor, pursuant to the contract above referred to, the sum of \$8,620.48, which sum has been expended as follows:—

On account of right of way, . . . . .	\$488 00
On account legal expenses, . . . . .	2,910 75
On account salary of officers, . . . . .	4,075 00
Rent and care of offices and other incidental expenses, . . . . .	1,146 73
Total, . . . . .	\$8,620 48

There has been no change of directors or other officers since the last annual report, except that there is a vacancy in the board caused by the death of William F. Drake, and the residence of each director and other officer remains as stated therein.

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PROPER ADDRESS OF THE COMPANY.  
CAPE COD SHIP CANAL COMPANY,  
SANDWICH, MASS.

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The company has no superintendent.

W. A. CLARK, JR.,  
SAM'L FESSENDEN,  
RICHARD PHENIX,  
WALTER LAWTON,  
*Directors.*  
SAM'L FESSENDEN,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1886. Then personally appeared the above-named William A. Clark, Jr., Samuel Fessenden, Richard Phenix and Walter Lawton, and all severally made oath (the said Lawton affirming) to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLARD HOWLAND,  
*Notary Public.*





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# **STREET RAILWAY RETURNS.**

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# REPORT

## OF THE

### ACUSHNET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$185,000 00	
Capital stock authorized by votes of company, . . . . .	185,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$111,600 00
Number of stockholders, . . . . .	58	
DEBT.		
Unfunded debt as follows: . . . . .		\$32,773 97
Notes payable, . . . . .	\$30,500 00	
Accounts payable, . . . . .	273 97	
Dividend payable, . . . . .	2,000 00	
TOTAL GROSS DEBT, . . . . .		\$32,773 97
Amount of cash assets, viz.: . . . . .		4,663 28
Cash, . . . . .	\$2,816 13	
Debit balances, . . . . .	1,847 15	
NET DEBT, . . . . .		\$28,110 69
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	\$5,119 58	
Track, including timber, rails, etc., and laying, . . . . .	66,075 20	
Interest during construction, commissions, discounts, etc., . . . . .	518 69	
TOTAL COST OF CONSTRUCTION, . . . . .		\$71,713 47
EQUIPMENT.		
Horses, . . . . .		\$23,844 50
Cars, . . . . .		25,283 06
Other articles of equipment, . . . . .		2,203 64
TOTAL COST OF EQUIPMENT, . . . . .		50,331 20
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$6,500 00
Buildings owned by company needed in operating road, . . . . .		12,769 52
TOTAL COST OF LAND AND BUILDINGS, . . . . .		19,269 52
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		141,314 19
Cash assets, . . . . .		4,663 28
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		145,977 47
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 8,152), . . . . .		\$17,236 64
New horses (number, 51), . . . . .		10,949 90
New cars (number, 8), . . . . .		6,074 18

Other equipment, . . . . .	\$801 77
Land and buildings, . . . . .	2,674 90
TOTAL ADDITION TO PROPERTY, . . . . .	37,737 89

## REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company, . . . . .	\$40,660 68
Received from sales of manure, . . . . .	890 40
TOTAL EARNINGS, . . . . .	41,551 08
Income from other sources, . . . . .	210 00
Advertising, . . . . . \$200 00	
Sundries, . . . . . 10 00	
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$41,761 08

## EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	\$2,570 67
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	1,169 52
Wages and salaries of all other persons employed in operating the road, . . . . .	19,184 72
Provender, . . . . .	12,731 66
Taxes, state and local, . . . . .	682 68
Insurance, . . . . .	591 35
Office expenses, and all other expenses not included above, . . . . .	1,163 64

TOTAL EXPENSES OF OPERATING, . . . . .	\$38,094 24
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## NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$3,666 84
Interest accrued during the year,* . . . . .	
Dividends declared (2 per cent.) for the year, . . . . .	2,000 00
Balance for the year, or surplus, . . . . .	1,666 84
Deficit at commencement of year, . . . . . \$106 80	
Deduct: Account charged off, . . . . . 43 46	
Deficit at commencement of year as changed by aforesaid entries, . . . . .	63 34
TOTAL SURPLUS, SEPT. 30, 1886, . . . . .	1,603 50

## INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.

Box-cars, . . . . .	17
Open cars, . . . . .	20
Horses, . . . . .	153
Harnesses (pairs of), . . . . .	30
Other articles of equipment:	
1 wagon, 2 snow plows, 1 hay cutter and power, . . . . .	
Largest number of horses owned at any time during the year, . . . . .	155
Smallest number of horses owned at any time during the year, . . . . .	102
Average number of horses owned during the year, . . . . .	129

## General Balance Sheet Sept. 30, 1886.

## ASSETS.

Construction, . . . . .	\$71,713 47
Equipment, . . . . .	50,331 20
Land and buildings, . . . . .	19,269 52
Cash and cash assets, . . . . .	4,663 28
TOTAL ASSETS, . . . . .	\$145,977 47

\* Accrued interest, \$566.50.

LIABILITIES.	
Capital stock, . . . . .	\$111,600 00
Unfunded debt, . . . . .	32,773 97
Surplus, . . . . .	1,603 50
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$145,977 47</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>Dr.</b>	
To balance Sept. 30, 1885, . . . . .	\$106 80
expenses, . . . . .	38,094 24
dividends, . . . . .	2,000 00
Balance carried forward Sept. 30, 1886, . . . . .	1,603 50
	<b>\$41,804 54</b>
<b>Cr.</b>	
By total income, . . . . .	\$41,761 08
account charged off, . . . . .	43 46
	<b>\$41,804 54</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	6.027 miles.
Aggregate length of switches, sidings, etc., . . . . .	.830 "
Total length of track, measured as single track, . . . . .	6.857 "
Total length of track paved, . . . . .	6.471 "
Weight of rail per yard, and description of rail (Johnson, 88 pounds).	
Description of the several lines or routes operated by the company:—	
Main line from Nash road through Acushnet Avenue, Bedford, Sixth and County Streets to Cove; branch from Acushnet Avenue through Union, Ash, Morgan, Cedar and Durfee Streets; branch from Bedford, through Green, Allen and Dartmouth Streets to Rural Cemetery.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same, . . . . .	.359 "
From Acushnet Avenue through Union, Sixth and William Streets to Acushnet Avenue.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	6.386 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	263,251
Total number of passengers carried in the cars, . . . . .	829,755
Total number of round trips for the year, . . . . .	37,081
Number of persons regularly employed by company, . . . . .	48
Rate of fare, . . . . .	5 cents.

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT.

One intoxicated person fell over dasher of car and was quite seriously injured.

## PROPER ADDRESS OF THE COMPANY.

ACUSHNET STREET RAILWAY COMPANY,  
NEW BEDFORD, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Charles E. Cook, *President and Superintendent*, South Dartmouth, Mass.  
Abbott P. Smith, *Treasurer and Clerk of Corporation*, New Bedford, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Cook, South Dartmouth, Mass. Abbott P. Smith, New Bedford, Mass. James E. Dwight, New Bedford, Mass. Samuel C. Hart, New Bedford, Mass. Lot B. Bates, New Bedford, Mass.

CHARLES E. COOK,  
ABBOTT P. SMITH,  
LOT B. BATES,  
JAMES E. DWIGHT,

*Directors.*

ABBOTT P. SMITH,

*Treasurer.*

CHARLES E. COOK,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Nov. 8, 1886. Then personally appeared Charles E. Cook, Superintendent, Abbott P. Smith, Treasurer, and Charles E. Cook, Abbott P. Smith, Lot B. Bates, and James E. Dwight, directors of the Acushnet Street Railway Company of New Bedford, Mass., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES TAYLOR,

*Notary Public.*

# REPORT

## OF THE

### ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[Used only for the transportation of freight.]

<b>CAPITAL STOCK AND DEBT.</b>	
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$75,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock paid (par value of shares, \$100), . . . . .	\$50,000 00
Number of stockholders, . . . . .	8
<b>PERMANENT INVESTMENTS.</b>	
<b>RAILWAY.</b>	
TOTAL COST OF CONSTRUCTION, . . . . .	\$49,066 29
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	49,066 29
Cash assets, . . . . .	720 85
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	49,787 14
<b>REVENUE FOR THE YEAR.</b>	
Received from transportation of freight, . . . . .	\$612 00
TOTAL INCOME FROM ALL SOURCES, . . . . .	612 00
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$236 86
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	150 00
Taxes, state and local, . . . . .	161 98
Office expenses, and all other expenses not included above, . . . . .	401 50
TOTAL EXPENSES OF OPERATING, . . . . .	\$950 34
<b>NET INCOME, DIVIDENDS, ETC.</b>	
TOTAL NET DEFICIT, . . . . .	\$338 34
Balance for the year, or deficit, . . . . .	338 34
Surplus at commencement of year, . . . . .	125 48
TOTAL DEFICIT Sept. 30, 1886, . . . . .	212 86
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$49,066 29
Cash and cash assets, . . . . .	720 85
Deficit, . . . . .	212 86
TOTAL ASSETS, . . . . .	\$50,000 00
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$50,000 00
TOTAL LIABILITIES, . . . . .	\$50,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
Dr.	
To expenses, . . . . .	\$950 34
	<hr/> \$950 34
Cr.	
By balance Sept. 30, 1885, . . . . .	\$125 48
total income, . . . . .	612 00
balance carried forward Sept. 30, 1886, . . . . .	212 86
	<hr/> \$950 34
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	.856 miles.
Aggregate length of switches, sidings, etc., . . . . .	.076 "
Total length of track, measured as single track, . . . . .	.932 "
Total length of track paved, . . . . .	.932 "
Weight of rail per yard, and description of rail (90 pounds wrought, and 280 feet flat, and grooved on curves).	
Description of the several lines or routes operated by the company:—	
On Albany Street from Brookline to Lehigh Streets.	
On Lehigh Street to yard of Boston & Albany Railroad.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	.856 "

## PROPER ADDRESS OF THE COMPANY.

ALBANY STREET FREIGHT RAILWAY COMPANY,  
439 ALBANY STREET, BOSTON, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Chas. L. Peirson, *President*, Boston, Mass. Thos. S. Hews, *Superintendent*, Boston, Mass. Geo. F. Child, *Treasurer and Clerk of Corporation*, Hingham, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Greely S. Curtis, Boston, Mass. Robert H. Stevenson, Boston, Mass.  
Charles L. Peirson, Boston, Mass. Henry L. Higginson, Boston, Mass.  
Geo. F. Child, Hingham, Mass.

CHARLES L. PEIRSON,  
GEO. F. CHILD,  
ROBT. H. STEVENSON,  
*Directors.*  
GEO. F. CHILD,  
*Treasurer.*



COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 23, 1886. Then personally appeared Charles L. Peirson, Geo. F. Child and Robt. H. Stevenson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. T. SNOW,

*Justice of the Peace.*

# REPORT

## OF THE

### ARLINGTON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Cambridge Railroad Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	15,000 00	
Capital stock paid (par value of shares, \$50), . . . . .		\$13,600 00
Number of stockholders, . . . . .	24	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$13,600 00
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		13,600 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent: . . . . .		\$816 00
Cambridge Railroad Company, . . . . .	\$816 00	
TOTAL INCOME FROM ALL SOURCES, . . . . .		\$816 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .		\$816 00
Dividends declared (6 per cent.) for the year, . . . . .		816 00
General Balance Sheet Sept. 30, 1886.		
ASSETS.		
Construction, . . . . .		\$13,600 00
TOTAL ASSETS, . . . . .		\$13,600 00
LIABILITIES.		
Capital stock, . . . . .		\$13,600 00
TOTAL LIABILITIES, . . . . .		\$13,600 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.		
Dr.		
To dividends, . . . . .		\$816 00 .
Cr.		
By total income, . . . . .		\$816 00

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	1.576 miles.
Total length of track, measured as single track, . . . . .	1.576 "
Weight of rail per yard, and description of rail (33 lbs.).	

PROPER ADDRESS OF THE COMPANY.  
ARLINGTON RAILROAD COMPANY,  
CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Prentiss Cummings, *President*, Brookline, Mass. Frederick T. Stevens, *Treasurer*, Cambridge, Mass. Estes Howe, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Prentiss Cummings, Brookline, Mass. Joseph H. Tyler, Winchester, Mass. George N. Elliot, Malden, Mass. Willard C. Schouler, Arlington, Mass. Edwin Dresser, Cambridge, Mass.

PRENTISS CUMMINGS,  
GEO. N. ELLIOT,  
JOSEPH H. TYLER,  
*Directors.*  
F. T. STEVENS,  
*Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 16, 1886. Then personally appeared Prentiss Cummings, George N. Elliot and Joseph H. Tyler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FREDERICK T. STEVENS,  
*Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 16, 1886. Then personally appeared Frederick T. Stevens and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

PRENTISS CUMMINGS,  
*Justice of the Peace.*

# REPORT

## OF THE

### BROCKTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$150,000 00
Number of stockholders, . . . . .	77	
DEBT.		
Funded debt, as follows: . . . . .		\$80,000 00
Bonds due April 1, 1905, rate of interest 4½ per cent., . . . . .	\$50,000 00	
Bonds due April 1, 1906, rate of interest 4½ per cent., . . . . .	30,000 00	
Unfunded debt, as follows: . . . . .		10,000 00
Bills payable, . . . . .	\$10,000 00	
TOTAL GROSS DEBT, . . . . .		90,000 00
Amount of cash assets, viz.: . . . . .		3,309 37
Cash, . . . . .	\$1,098 27	
Supplies, . . . . .	1,487 77	
Debit balances, . . . . .	728 33	
NET DEBT, . . . . .		86,690 63
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$166,192 50
EQUIPMENT.		
Horses, . . . . .		\$18,662 50
Cars, . . . . .		22,196 27
Other articles of equipment, . . . . .		5,344 11
TOTAL COST OF EQUIPMENT, . . . . .		46,202 88
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .		\$33,541 41
TOTAL COST OF LAND AND BUILDINGS, . . . . .		33,541 41
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		245,936 79
Cash assets, . . . . .		3,309 37
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		249,246 16

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks* (number of feet, 600), . . . . .	\$5,648 62
New horses, . . . . .	1,742 50
New cars (number, 2), . . . . .	1,984 23
Other equipment, . . . . .	1,682 73
Land and buildings, . . . . .	17,334 59
TOTAL ADDITION TO PROPERTY, . . . . .	28,392 65
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$64,763 07
Received from sales of manure, . . . . .	874 19
TOTAL EARNINGS, . . . . .	65,637 26
Income from other sources: . . . . .	1,323 60
Fire department, use of horses, . . . . .	\$1,312 50
Standing grass, . . . . .	7 50
Sale of gravel, . . . . .	3 60
TOTAL INCOME FROM ALL SOURCES, . . . . .	66,960 86
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$794 32
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	3,141 16
Repairs of buildings, . . . . .	58 58
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	3,498 76
Wages and salaries of all other persons employed in operating the road, . . . . .	25,126 50
Provender, . . . . .	15,192 53
Taxes, state and local, . . . . .	3,089 03
Insurance, . . . . .	890 59
Damages for injuries to persons and property, . . . . .	99 95
Office expenses, and all other expenses not included above, . . . . .	2,574 85
TOTAL EXPENSES OF OPERATING, . . . . .	\$54,461 25
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$12,499 61
Interest accrued during the year, . . . . .	2,788 57
Dividends declared (10 per cent.) for the year, . . . . .	15,000 00
Balance for the year, deficit, . . . . .	5,288 96
Surplus at commencement of year, . . . . .	14,535 13
TOTAL SURPLUS Sept. 30, 1886, . . . . .	9,246 16
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	20
Open cars, . . . . .	12
Horses, . . . . .	132
Harnesses (pairs of), . . . . .	33
Sleighs, . . . . .	3
Other articles of equipment:	
Three snow plows, 2 levellers, 2 carts, 1 grain wagon, 2 carriages, 2 set team harness, carriage harness, set steamer harness, blankets, surcingles, halters, collars, extra poles, etc.	
Largest number of horses owned at any time during the year, . . . . .	147
Smallest number of horses owned at any time during the year, . . . . .	132
Average number of horses owned during the year, . . . . .	140

\* These charges, except the 600 feet new extension, were paid this year on extension built last year.

## General Balance Sheet Sept. 30, 1886.

ASSETS.		
Construction, . . . . .		\$166,192 50
Equipment, . . . . .		46,202 88
Land and buildings, . . . . .		33,541 41
Cash and cash assets, . . . . .		8,309 37
<b>TOTAL ASSETS, . . . . .</b>		<b>\$249,246 16</b>
LIABILITIES.		
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		80,000 00
Unfunded debt, . . . . .		10,000 00
Surplus, . . . . .		9,246 16
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$249,246 16</b>

## Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

DR.		
To expenses, . . . . .		\$54,461 25
interest, . . . . .		2,788 57
dividends, . . . . .		15,000 00
balance carried forward Sept. 30, 1886, . . . . .		9,246 16
		<b>\$81,495 98</b>
CR.		
By balance Sept. 30, 1885, . . . . .		\$14,535 12
total income, . . . . .		66,960 86
		<b>\$81,495 98</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	10.566 miles.
Aggregate length of switches, sidings, etc., . . . . .	.896 "
Total length of track, measured as single track, . . . . .	11.462 "
Total length of track paved, . . . . .	11.462 "
Weight of rail per yard, and description of rail: 35 pounds side-bearing steel, except about 1½ miles of 32 to 35 pounds side-bearing iron rails.	
Description of the several lines or routes operated by the company:	
<i>Main Street Line.</i>	
Commences on Main Street at West Bridgewater Line, running thence northerly through Main Street to the East Stoughton line, thence northerly on West Main Street and Main Street to the Randolph line.	
<i>Belmont and Pleasant Street Line.</i>	
Commences on Belmont Street at West Street, thence easterly (double track) to Main Street, from Main (single track) to School, Lincoln, Montello, up Centre to Main Street, thence westerly on Pleasant Street to West Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	10.566 "

MILES RUN, ETC.	
Total number of miles run during the year, . . . .	216,638
Total number of passengers carried in the cars, . . . .	1,224,418
Total number of round trips for the year, . . . .	17,904
Number of persons regularly employed by company, . . . .	46
Rates of fare, . . . . .	5, 6, 8½ & 10 cts.

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PROPER ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,  
BROCKTON, MASS.

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NAME AND RESIDENCE OF OFFICERS.

William W. Cross, *President*, Brockton, Mass. Horace B. Rogers, *Superintendent*, Brockton, Mass. Clarence R. Fillebrown, *Treasurer*, Brockton, Mass. C. W. Sumner, *Clerk of Corporation*, Brockton, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William W. Cross, Brockton, Mass. Thomas Dana, Boston, Mass. Asa P. Potter, Boston, Mass. Charles W. Sumner, Brockton, Mass. H. W. Robinson, Brockton, Mass.

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WILLIAM W. CROSS,  
THOMAS DANA,  
ASA P. POTTER,  
HENRY W. ROBINSON,  
CHARLES W. SUMNER,  
*Directors.*  
CLARENCE R. FILLEBROWN,  
*Treasurer.*  
HORACE B. ROGERS,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 2, 1886. Then personally appeared William W. Cross, Henry W. Robinson, Charles W. Sumner, Clarence R. Fillebrown and Horace B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HERBERT H. CHASE,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1886. Then personally appeared Asa P. Potter and Thomas Dana and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUGUSTUS C. JORDAN,  
*Justice of the Peace.*

## REPORT

OF THE

BLACK ROCKS & SALISBURY BEACH STREET RAILWAY  
COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$9,000 00	
Capital stock authorized by votes of company, . . . . .	9,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$9,000 00
Number of stockholders, . . . . .	6	
DEBT.		
Unfunded debt, as follows:—		
Outstanding bills, . . . . .		\$45 99
Amount of cash assets, viz.: . . . . .		2,474 09
Cash, . . . . .	\$2,074 48	
Debit balances, . . . . .	399 66	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	\$5,805 84	
Track, including timber, rails, etc., and laying, . . . . .	560 99	
TOTAL COST OF CONSTRUCTION, . . . . .		\$5,866 33
EQUIPMENT.		
TOTAL COST OF EQUIPMENT, . . . . .		\$2,400 00
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .		\$380 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		8,646 33
Cash assets, . . . . .		2,074 48
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		10,720 76
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks, . . . . .		\$560 99
TOTAL ADDITION TO PROPERTY, . . . . .		560 99
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company, . . . . .		\$5,937 94
TOTAL EARNINGS, . . . . .		5,937 94



# 292 BLACK ROCKS & SALISBURY BEACH R. R. [Jan.

<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of cars and other vehicles, harnesses and horse-shoeing, . . . . .	\$161 52
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	2,297 85
Wages and salaries of all other persons employed in operating the road, . . . . .	758 35
Provender,* . . . . .	229 21
Taxes, State and local, . . . . .	130 33
Rent, . . . . .	300 00
Office expenses, and all other expenses not included above, . . . . .	960 35
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$4,837 60</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$1,100 34</b>
Balance for the year, or surplus, . . . . .	1,100 34
Surplus at commencement of year, . . . . .	974 09
<b>TOTAL SURPLUS, Sept. 30, 1886, . . . . .</b>	<b>2,074 43</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Open cars, . . . . .	5
Other articles of equipment: . . . . .	1
Dummy engine, . . . . .	
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$5,866 33
Equipment, . . . . .	2,400 00
Land and buildings, . . . . .	880 00
Cash and cash assets, . . . . .	2,474 09
<b>TOTAL ASSETS, . . . . .</b>	<b>\$11,120 42</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$9,000 00
Unfunded debt, . . . . .	45 99
Surplus, . . . . .	2,074 43
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$11,120 42</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>Dr.</b>	
To expenses, . . . . .	\$4,837 60
balance carried forward Sept. 30, 1886, . . . . .	2,074 43
	<b>\$6,912 03</b>
<b>Cr.</b>	
By balance Sept. 30, 1885, . . . . .	\$974 09
total income, . . . . .	5,937 94
	<b>\$6,912 03</b>

\* Coal, \$34.21; water, \$115.00.

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	1.694 miles.
Aggregate length of switches, sidings, etc., . . . . .	.095 "
Total length of track, measured as single track, . . . . .	1.789 "
Weight of rail per yard (20 pounds).	
Description of the several lines or routes operated by the Company:	
Extending from Merrimac River, Black Rocks, to Morrill's Pavilion, all in the town of Salisbury, Mass.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	1.694 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	5,096
Total number of passengers carried in the cars, . . . . .	68,061
Total number of round trips for the year, . . . . .	1,274
Number of persons regularly employed by company, . . . . .	6
Rates of fare, . . . . .	7½ and 10 cts.

## PROPER ADDRESS OF THE COMPANY.

BLACK ROCKS & SALISBURY BEACH STREET RAILWAY COMPANY,  
NEWBURYPORT, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Harvey N. Shepard, *President*, Boston, Mass. Enoch T. Northend, *Superintendent*, Newburyport, Mass. George Tilton, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harvey N. Shepard, Boston, Mass. Edward P. Shaw, Newburyport, Mass. Enoch T. Northend, Newburyport, Mass. Moses M. Ross, Newburyport, Mass. Wm. D. Northend, Salem, Mass. David Sanborn, Salisbury, Mass.

ENOCH T. NORTHEND,  
EDWARD P. SHAW,  
MOSES M. ROSS,  
HARVEY N. SHEPARD,

*Directors.*

GEORGE TILTON,

*Treasurer.*

ENOCH T. NORTHEND,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, MASS., NOV. 18, 1886. Then personally appeared Enoch T. Northend, Edward P. Shaw, Moses M. Ross, Geo. Tilton, treasurer, and Enoch T. Northend, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM F. HOUSTON,  
*Justice of the Peace.*

**294 BLACK ROCKS & SALISBURY BEACH R. R. [Jan.**

**COMMONWEALTH OF MASSACHUSETTS.**

**SUFFOLK, ss. Nov. 19, 1886.** Then personally appeared Harvey N. Shepard, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

**HENRY A. WYMAN,**  
*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & CHELSEA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Lynn &amp; Boston Railroad Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$300,000 00	
Capital stock authorized by votes of company, . . . . .	121,000 00	
Capital stock paid (par value of shares, \$50), . . . . .		\$121,000 00
Number of stockholders, . . . . .	90	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$121,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		121,000 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent: . . . . .		\$7,260 90
Lynn & Boston Railroad Company, . . . . .	\$7,260 00	
TOTAL INCOME FROM ALL SOURCES, . . . . .		7,260 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .		\$7,260 00
Dividends declared (6 per cent.) for the year, . . . . .		7,260 00
General Balance Sheet Sept. 30, 1886.		
ASSETS.		
Construction, . . . . .		\$121,000 00
TOTAL ASSETS, . . . . .		\$121,000 00
LIABILITIES.		
Capital stock, . . . . .		\$121,000 00
TOTAL LIABILITIES, . . . . .		\$121,000 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.		
DR.		
To dividends, . . . . .		\$7,260 00
		\$7,260 00
CR.		
By total income, . . . . .		\$7,260 00
		\$7,260 00

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	4.116 miles.
Aggregate length of switches, sidings, etc., . . . . .	.038 "
Total length of track, measured as single track, . . . . .	4.154 "

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PROPER ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY.

27 TREMONT ROW, BOSTON, MASS.

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NAME AND RESIDENCE OF OFFICERS.

Wm. W. Wheeldon, *President*, Concord, Mass. John H. Studley, Jr.,  
*Treasurer and Clerk of Corporation*, Boston, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William W. Wheeldon, Concord, Mass. Estes Howe, Cambridge, Mass.  
Benj. H. Dewing, Revere, Mass. Reuben E. Demmon, Boston, Mass. Chas.  
E. Powers, Boston, Mass. T. Quincy Browne, Boston, Mass. George M.  
Brooks, Concord, Mass.

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WM. W. WHEELDON,  
CHAS. E. POWERS,  
R. E. DEMMON,  
T. QUINCY BROWNE,  
GEORGE M. BROOKS,  
BENJ. H. DEWING,

*Directors.*

JOHN H. STUDLEY, JR.,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1886. Then personally appeared Wm. W. Wheeldon, Charles E. Powers, R. E. Demmon, T. Quincy Browne, Geo. M. Brooks, John H. Studley, Jr. and Benj. H. Dewing, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,

*Justice of the Peace.*

## REPORT

OF THE

## BOSTON CONSOLIDATED STREET RAILWAY COMPANY,

FOR 41 DAYS, FROM AUGUST 21 TO SEPTEMBER 30, 1886, INCLUSIVE.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$2,000,000 00	
Capital stock authorized by votes of company, . . . . .	1,700,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$1,700,000 00
Number of stockholders, . . . . .	800	
DEBT.		
Funded debt, as follows: . . . . .		\$850,000 00
Bonds due 1887, rate interest 6 per cent., . . . . .	\$50,000 00	
Bonds due 1897, rate interest 6 per cent., . . . . .	200,000 00	
Bonds due 1898, rate interest 6 per cent., . . . . .	100,000 00	
Bonds due 1902, rate interest 5 per cent., . . . . .	300,000 00	
Bonds due 1904, rate interest 5 per cent., . . . . .	200,000 00	
Unfunded debt, as follows: . . . . .		450,223 00
Notes payable, . . . . .	\$408,143 11	
Outstanding tickets, . . . . .	4,225 11	
Unpaid coupons and sundry accounts, . . . . .	87,854 78	
TOTAL GROSS DEBT, . . . . .		\$1,800,223 00
Amount of cash assets, viz.: . . . . .		541,802 23
Cash, . . . . .	\$114,243 88	
Supplies, . . . . .	78,066 32	
Debit balances,* . . . . .	349,492 08	
NET DEBT, . . . . .		\$758,420 77
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving; track, including timber, rails, etc., and laying, and interest during construction; engineering, agencies, salaries, and other expenses during construction, . . . . .	\$999,217 84	
Other railways:—		
Cliftondale (original cost, \$62,000), purchased for . . . . .	13,158 19	
Medford & Charlestown, . . . . .	21,814 74	
TOTAL COST OF CONSTRUCTION, . . . . .		\$1,034,190 77

\* Sundry accounts and sums expended in redeeming bonds and constructing tracks of other roads.

EQUIPMENT.	
Horses, . . . . .	\$253,315 00
Cars, . . . . .	314,100 00
Other articles of equipment, . . . . .	113,769 32
<b>TOTAL COST OF EQUIPMENT, . . . . .</b>	<b>681,184 32</b>
LAND AND BUILDINGS.	
Land owned by Company needed in operating road, . . . . .	\$437,387 14
Buildings owned by company needed in operating road, . . . . .	392,840 18
<b>TOTAL COST OF LAND AND BUILDINGS, . . . . .</b>	<b>\$830,227 32</b>
OTHER PROPERTY.	
Land and buildings, Tremont Street, . . . . .	\$50,000 00
Land and buildings, Grove Hall, . . . . .	40,000 00
Land and buildings, Malden, . . . . .	12,000 00
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .</b>	<b>\$2,647,602 41</b>
Cash assets, . . . . .	541,802 23
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .</b>	<b>\$3,189,404 64</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS FROM AUG. 21,</b>	
<b>TO SEPT. 30, INCLUSIVE.</b>	
New horses (number, 31), . . . . .	\$4,805 00
Land and buildings (as per valuation, Sept. 30, 1886), . . . . .	166,716 42
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$171,521 42</b>
Property sold or reduced in valuation on the books, viz.: . . . . .	
Reduction in construction and equipment accounts, . . . . .	38,505 42
<b>NET ADDITION TO PROPERTY, . . . . .</b>	<b>\$133,016 00</b>
REVENUE FOR 41 DAYS.	
Received from passengers on railways operated by this company, less redemption of tickets and checks presented by other companies, and unredeemed tickets, . . . . .	\$126,848 27
Received from other railways as tolls or rents: . . . . .	1,463 40
Lynn & Boston R. R. Co., . . . . .	\$1,044 58
Metropolitan R. R. Co., . . . . .	280 30
South Boston R. R. Co., . . . . .	71 17
Cambridge R. R. Co., . . . . .	67 35
Received from sales of manure, . . . . .	1,102 19
Income from other sources: . . . . .	
Advertising in cars, . . . . .	143 75
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$129,557 61</b>
EXPENSES OF OPERATING THE RAILWAY FOR 41 DAYS.	
Repairs of road-bed and track, . . . . .	\$881 66
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	5,986 78
Repairs of buildings, . . . . .	424 75
Renewal of horses, . . . . .	2,117 50
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	5,521 24
Wages and salaries of all other persons employed in operating the road, . . . . .	39,739 57
Provender, . . . . .	11,326 92

Rent and tolls paid other companies for use of their roads : .	\$2,274 72
Metropolitan R. R. Co., . . . . .	\$2,204 70
South Boston R. R. Co., . . . . .	70 02
Damages for injuries to persons and property, . . . . .	50 00
Office expenses, and all other expenses not included above, .	2,917 79
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$71,190 93</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES FOR</b>	
<b>41 DAYS, . . . . .</b>	<b>\$53,866 68</b>
Interest accrued during 41 days, . . . . .	645 81
Balance for the 41 days, or surplus, . . . . .	57,720 87
Surplus August 21, 1886, . . . . .	\$3,249 77
Add: Appreciation sundry accounts, . . . . .	166,716 42
	\$169,966 19
Deduct: Depreciation sundry accounts, . . . . .	38,505 42
Surplus as changed by aforesaid entries, . . . . .	131,460 77
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>\$189,181 64</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars, . . . . .	189
Open cars, . . . . .	160
Horses, . . . . .	1,747
Harnesses (sets), . . . . .	533
Omnibuses, . . . . .	5
Sleighs, . . . . .	7
Other articles of equipment;	
177 splices, 1,829 collars, 1,100 blankets, 839 surcingles,	
1,765 halters, 9 wagons, 2 jiggers, 4 tip-carts, 3 top	
buggies, 7 snow-levellers, 2 snow-scrapers, 18 snow-	
ploughs, 237 car-poles, 161 eveners, 6 snow-plough	
poles, 11 swing poles, 247 lead-bars, 45 snow-sleds,	
stable tools and office furniture.	
Largest number of horses owned at any time during the 41	
days, . . . . .	1,766
Smallest number of horses owned at any time during the 41	
days, . . . . .	1,716
Average number of horses owned during the 41 days, . . .	1,741
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$1,034,190 77
Equipment, . . . . .	681,184 32
Land and buildings, . . . . .	932,227 32
Other property, . . . . .	541,802 23
<b>TOTAL ASSETS, . . . . .</b>	<b>\$3,189,404 64</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$1,700,000 00
Funded debt, . . . . .	850,000 00
Unfunded debt, . . . . .	450,223 00
Surplus, . . . . .	189,181 64
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$3,189,404 64</b>



# 300 BOSTON CONSOLIDATED ST. RAILWAY. [Jan.

## Copy of Profit and Loss Account from Aug. 21 to Sept. 30, 1886.

Dr.		
To expenses,		\$71,190 93
Interest,		645 81
Balance carried forward Sept. 30, 1886,		189,181 64
		<b>\$261 018 38</b>
Cr.		
By balance Aug. 21, 1886,		\$131,460 77
total income,		129,557 61
		<b>\$261,018 38</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	37.680 miles.
Aggregate length of switches, sidings, etc.,	3.271 "
Total length of track, measured as single track,	40.951 "

Weight of rail per yard, and description of rail (steel rail, 48 to 60 pounds per yard; T rail, 35 pounds per yard).

Description of the several lines or routes operated by the company:

East Somerville and Depots; East Somerville and Temple Place; East Somerville and Boylston Street; East Somerville and Grove Hall; Bunker Hill and Mount Pleasant; Bunker Hill and Dudley Street; Bunker Hill and Temple Place; Woodlawn and Ferry Street; Winter Hill and Scollay Square; Union Square and Temple Place; Medford and Malden Circuit; Hampden Street and Depots; Columbus Avenue and Post Office Square; Columbus Avenue and Depots; Columbus Avenue and Cornhill; Mount Hope Coach.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, *or over which this company runs its cars*, with the description of same:

Malden and Melrose R. R. Co.,	3.832 miles.
Somerville Horse R. R. Co.,	.814 "
Boston and Chelsea R. R. Co.,	.881 "
Metropolitan,	7.564 "
South Boston,	.713 "

13.304 "

54.255 miles.  
3.271 "

Less sidings,  
Total length of railway measured as single track, not including sidings, etc., operated by this company,

50.984 miles.

## MILES RUN, ETC.

Total number of miles run during 41 days,	399,411
Total number of passengers carried in the cars 41 days,	2,584,861
Total number of round trips for 41 days,	49,518
Number of persons regularly employed by company,	724
Rates of fare,	10, 8, 6 & 5 cts.

PROPER ADDRESS OF THE COMPANY.  
BOSTON CONSOLIDATED STREET RAILWAY COMPANY,  
No. 27 TREMONT ROW (COR. PEMBERTON SQUARE),  
BOSTON, MASS.

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## NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President*, Boston, Mass. John H. Studley, *Superintendent*, Boston, Mass. Julius E. Rugg, *General Superintendent*, Boston, Mass. Samuel Little, *Treasurer*, Boston, Mass. John H. Studley, Jr., *Assistant Treasurer*, Boston, Mass. Robert B. Fairbairn, *Clerk of Corporation*, Boston, Mass.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, Moody Merrill, Nelson Bartlett, Nahum Chapin, Caleb Rand, George O. Carpenter, John Goldthwait, Robert B. Brigham, W. H. Kent, Samuel Little, Jacob Pfaff, Henry Pfaff, Donald Kennedy, George W. Berry, Solomon S. Rowe, Charles J. Hayden, all of Boston, Mass. James Hewins, Medfield, Mass.

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CHARLES E. POWERS,  
MOODY MERRILL,  
HENRY PFAFF,  
NELSON BARTLETT,  
ROBERT B. BRIGHAM,  
NAHUM CHAPIN,  
WILLIAM H. KENT,  
GEO. W. BERRY,  
CHARLES J. HAYDEN,  
JACOB PFAFF,  
CALEB RAND,  
JOHN GOLDTHWAIT,  
SAMUEL LITTLE,

*Directors.*

SAMUEL LITTLE,

*Treasurer.*

JOHN H. STUDLEY, JR.,

*Assistant Treasurer.*

JULIUS E. RUGG,

*General Superintendent.*

JOHN H. STUDLEY,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 18, 1886. Then personally appeared Charles E. Powers, Moody Merrill, Henry Pfaff, Nelson Bartlett, Robert B. Brigham, Nahum Chapin, William H. Kent, George W. Berry, Charles J. Hayden, Jacob Pfaff, Caleb Rand, John Goldthwait, Samuel Little, John H. Studley, Jr., Julius E. Rugg, and John H. Studley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES HEWINS,

*Justice of the Peace.*  
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# REPORT

## OF THE

### CAMBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$1,600,000 00
Capital stock authorized by votes of company, . . . . .	1,600,000 00
Capital stock paid (par value of shares, \$100), . . . . .	\$1,600,000 00
Number of stockholders, . . . . .	788
DEBT.	
Funded debt, as follows:—	
Mortgage bonds due April 1, 1903, rate of interest 5 per cent., . . . . .	\$600,000 00
Unfunded debt as follows: . . . . .	45,560 28
Unpaid taxes, . . . . .	\$22,724 72
Unpaid rental, . . . . .	3,892 22
Unpaid dividends, . . . . .	1,733 50
Sundries, . . . . .	17,209 84
TOTAL GROSS DEBT, . . . . .	\$645,560 28
Amount of cash assets, viz.: . . . . .	50,961 02
Cash, . . . . .	\$35,427 77
Supplies, . . . . .	2,587 09
Debit balances, . . . . .	12,946 16
NET DEBT, . . . . .	\$594,599 26
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION, . . . . .	\$1,104,887 31
EQUIPMENT.	
Horses (1,354), . . . . .	\$189,560 00
Cars (269), . . . . .	233,210 00
Other articles of equipment, . . . . .	96,150 14
TOTAL COST OF EQUIPMENT, . . . . .	\$518,920 14
LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . . . .	\$302,489 40
Buildings owned by company needed in operating road, . . . . .	311,740 30
TOTAL COST OF LAND AND BUILDINGS, . . . . .	\$614,229 70
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	\$2,238,037 15
Cash assets, . . . . .	50,961 02
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	\$2,288,998 17

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**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Extension of tracks (number of feet, 1,284.6), . . . . .	\$2,848 52
New cars (number, 14), . . . . .	8,190 00
Other equipment, . . . . .	17,240 68
Land and buildings, . . . . .	245 50

TOTAL ADDITION TO PROPERTY, . . . . .	\$28,519 70
Property sold or reduced in valuation on the books, viz.: 39 horses, . . . . .	5,460 00

NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .	\$23,059 70
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**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company, . . . . .	\$682,369 00
Received from other railways as tolls or rent: Charles River Street Railway Company, . . . . . \$8,126 86 Metropolitan Railway Company, . . . . . 1,837 46 South Boston Railway Company, . . . . . 146 45	10,110 77
Received from sales of manure, . . . . .	6,978 24

TOTAL EARNINGS, . . . . .	\$699,458 01
Income from all other sources: . . . . .	2,400 00
Advertising in cars, . . . . . \$2,400 00	

TOTAL INCOME FROM ALL SOURCES, . . . . .	\$701,858 01
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**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track, . . . . .	\$29,686 76
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	38,952 30
Repairs of buildings, . . . . .	3,116 48
Renewal of horses, . . . . .	22,363 70
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	13,202 56
Wages and salaries of all other persons employed in operating the road, . . . . .	263,238 74
Provender, . . . . .	110,451 39
Taxes, state and local, . . . . .	22,811 12
Rents and tolls paid other companies for use of their roads: Arlington, \$816.00; Somerville, \$8,280.00, . . . . . \$9,096 00 Middlesex, \$544.96; Consolidated, \$67.35, . . . . . 612 31 Metropolitan, . . . . . 2,932 44	12,640 75
Insurance, . . . . .	5,750 46
Damages for injuries to persons and property, . . . . .	34,139 77
Office expenses, and all other expenses not included above, . . . . .	30,490 30

TOTAL EXPENSES OF OPERATING, . . . . .	\$586,844 38
--	--------------

**NET INCOME, DIVIDENDS, ETC.**

TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$115,613 68
Interest accrued during the year, . . . . .	29,168 13
Dividends declared (5 per cent.) for the year, . . . . .	80,000 00
Balance for the year, or surplus, . . . . .	5,845 55
Surplus at commencement of year, . . . . .	37,592 34
TOTAL SURPLUS Sept. 30, 1886, . . . . .	43,437 89

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	161
Open cars, . . . . .	108
Horses, . . . . .	1,354

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Harnesses (pairs of), . . . . .	434
Omnibuses, . . . . .	17
Sleighs, . . . . .	5
Largest number of horses owned at any time during the year, . . . . .	1,446
Smallest number of horses owned at any time during the year, . . . . .	1,354
Average number of horses owned during the year, . . . . .	1,405

## General Balance Sheet Sept. 30, 1886.

ASSETS.	
Construction, . . . . .	\$1,104,887 31
Equipment, . . . . .	518,920 14
Land and buildings, . . . . .	614,329 70
Cash and cash assets, . . . . .	50,961 02
<b>TOTAL ASSETS,</b> . . . . .	<b>\$2,288,998 17</b>
LIABILITIES.	
Capital stock, . . . . .	\$1,600,000 00
Funded debt, . . . . .	600,000 00
Unfunded debt, . . . . .	45,560 28
Surplus, . . . . .	43,437 89
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$2,288,998 17</b>

## Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

DR.		\$586,844 33
To expenses, . . . . .		29,168 13
interest, . . . . .		80,000 00
dividends, . . . . .		43,437 89
Balance carried forward Sept. 30, 1886, . . . . .		
		<b>\$789,450 35</b>
CR.		\$37,592 34
By balance Sept. 30, 1885, . . . . .		701,858 01
total income, . . . . .		
		<b>789,450 35</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	43.2219 miles
Aggregate length of switches, sidings, etc., . . . . .	.8800 "
Total length of track, measured as single track, . . . . .	44.1019 "
Total length of track paved (all of main track is paved).	
Weight of rail per yard (33 to 50 pounds).	
Description of the several lines or routes operated by the company:	
Harvard Square; Park Square; Mount Auburn; Prospect Street; Watertown; Arlington; River Street; Broadway; Eighth Street; Pearl Street; Broadway and Park Square; West Somerville; Baldwin Street; Cambridge	

Street; Brighton via Allston; Brighton via Western Avenue; Brighton via Harvard Square; Eighth Street and Park Square; Oak Square; Broadway, Memorial Hall.		
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same: . . . . .		8.3144 miles.
Arlington Railroad Company, . . . . .	1.5760 miles.	
Somerville Railroad Company, . . . . .	4.6490 "	
Middlesex Railroad Company, . . . . .	.8970 "	
Metropolitan Railroad Company, . . . . .	1.6924 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .		51.5868 "
<b>MILES RUN, ETC.</b>		
Total number of miles run during the year, . . . . .		2,440,911
Total number of passengers carried in the cars, . . . . .		12,681,641
Total number of round trips for the year, . . . . .		294,585
Number of persons regularly employed by company, . . . . .		511
Rates of fare, . . . . .		5, 6 and 10 cts.

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	5	-	6
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	1	1	-	1	1	2

## STATEMENT OF EACH ACCIDENT.

October 11, 1885. — Child ran from behind a car, was knocked down by horses on another car, run over by the car and killed.

February 3, 1886. — Passenger pushed off a car by another passenger was struck by another car.

February 10. — Horses attached to snow-sled ran away, struck a buggy and threw out a woman.

February 17. — A child ran from sidewalk under horses feet and had his hip broken.

April 8. — A man, drunk, staggered in front of horses and was knocked down.

June 1. — A woman stepped off car backwards before it stopped, and fell.

June 4. — A woman tried to get off a moving car and was thrown down.

July 5. — A woman was thrown to the ground while getting off a car which was in motion.

July 5. — A man, while facing backwards, stepped off a car which was in motion and was thrown to the ground.

PROPER ADDRESS OF THE COMPANY.  
CAMBRIDGE RAILROAD COMPANY,  
HARVARD SQUARE, CAMBRIDGE, MASS.

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NAME AND RESIDENCE OF OFFICERS.

Prentiss Cummings, *President*, Brookline, Mass. William A. Bancroft, *Superintendent*, Cambridge, Mass. Franklin Perrin, *Treasurer and Clerk of Corporation*, Cambridge, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis J. Parker, Newton, Mass. Prentiss Cummings, Brookline, Mass.  
Joseph H. Tyler, Winchester, Mass. Edwin Dresser, Cambridge, Mass.  
Israel M. Spelman, Cambridge, Mass. Otis S. Brown, Cambridge, Mass.  
Nathaniel J. Rust, Boston, Mass.

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PRENTISS CUMMINGS,  
JOSEPH H. TYLER,  
I. M. SPELMAN,  
EDWIN DRESSER,  
OTIS S. BROWN,  
FRANCIS J. PARKER,

*Directors.*

FRANKLIN PERRIN,

*Treasurer.*

WM. A. BANCROFT,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 29, 1886. Then personally appeared Prentiss Cummings, Joseph H. Tyler, I. M. Spelman, Edwin Dresser, Francis J. Parker, Otis S. Brown, Franklin Perrin and Wm. A. Bancroft, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY F. WOODS,

*Justice of the Peace.*

# REPORT

## OF THE

### CHARLES RIVER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$350,000 00	
Capital stock authorized by votes of company, . . . . .	350,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$350,000 00
Number of stockholders, . . . . .	181	
DEBT.		
Funded debt, as follows: . . . . .		\$150,000 00
Mortgage bonds due 1904, rate of interest 5 per cent., . . . . .	\$150,000 00	
Unfunded debt, as follows: . . . . .		2,728 57
Bills payable, . . . . .	\$2,728 57	
TOTAL GROSS DEBT, . . . . .		\$152,728 57
Amount of cash assets, viz.: . . . . .		51,759 84
Cash, . . . . .	\$41,886 77	
Supplies, . . . . .	9,433 16	
Debit balances, . . . . .	989 41	
NET DEBT, . . . . .		\$100,969 28
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$224,125 01
EQUIPMENT.		
Horses, . . . . .		\$61,086 74
Cars, . . . . .		58,983 28
Other articles of equipment, . . . . .		24,407 77
TOTAL COST OF EQUIPMENT, . . . . .		\$144,477 74
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$19,006 80
Buildings owned by company needed in operating road, . . . . .		51,699 81
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$70,706 11
OTHER PROPERTY.		
House, Beacon Street, . . . . .		\$1,351 60
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$440,660 46
Cash assets, . . . . .		51,759 84
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$492,419 80



<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks (number of feet, 2,640), . . . . .	\$4,858 84
New horses (number, 32), . . . . .	5,772 00
New cars, . . . . .	54 76
Other equipment, . . . . .	2,269 90
Land and buildings, . . . . .	187 94
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$13,092 94</b>
Property sold or reduced in valuation on the books, viz.: . . . . .	6,461 50
Horses sold, . . . . .	\$6,461 50
<b>NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .</b>	<b>\$6,631 44</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$183,284 20
Received from sales of manure, . . . . .	1,618 05
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$184,847 25</b>
Income from other sources, . . . . .	1,110 96
Advertising and sundry receipts, . . . . .	\$1,110 96
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$185,958 21</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$304 81
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	14,404 89
Repairs of buildings, . . . . .	275 58
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	4,436 16
Wages and salaries of all other persons employed in operating the road, . . . . .	69,120 49
Provender, . . . . .	81,796 33
Taxes, state and local, . . . . .	1,686 42
Rent and tolls paid other companies for use of their roads, . . . . .	6,584 42
Cambridge Railroad Company, . . . . .	\$5,423 63
Metropolitan Railroad Company, . . . . .	1,160 79
Insurance, . . . . .	1,352 23
Damages for injuries to persons and property, . . . . .	1,369 86
Office expenses, and all other expenses not included above, . . . . .	8,603 35
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$189,834 53</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL DEFICIT ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$3,876 32</b>
Interest accrued during the year, . . . . .	6,236 14
<b>Deficit for the year, . . . . .</b>	<b>\$10,112 46</b>
Deficit at commencement of year, . . . . .	\$12,446 81
Deduct: Received premium and sale stock, . . . . .	12,250 00
Deficit at commencement of year as changed by aforesaid entries, . . . . .	196 31
<b>TOTAL DEFICIT Sept. 30, 1886, . . . . .</b>	<b>\$10,308 77</b>
<b>INVENTORY OF EQUIPMENT SEPT. 30, 1886.</b>	
Box-cars, . . . . .	32
Open cars, . . . . .	26
Horses, . . . . .	325
Harnesses (pairs of), . . . . .	80

## Other articles of equipment:—

Five snow plows, 4 sleds, 1 leveller, 1 single cart, 1 double wagon, 6 single wagons, 8 horse powers, 12 sets snow-plow harnesses, 5 single harnesses, 4 tow harnesses, collars.

Largest number of horses owned at any time during the year, . . . . .  
 Smallest number of horses owned at any time during the year, . . . . .  
 Average number of horses owned during the year, . . . . .

377

325

340

## General Balance Sheet Sept. 30, 1886.

## ASSETS.

Construction, . . . . .	\$224,125 01
Equipment, . . . . .	144,477 74
Land and buildings, . . . . .	70,706 11
Other property, . . . . .	1,351 60
Cash and cash assets, . . . . .	51,759 84
Profit and loss, . . . . .	10,808 77
<b>TOTAL ASSETS, . . . . .</b>	<b>\$502,728 57</b>

## LIABILITIES.

Capital stock, . . . . .	\$350,000 00
Funded debt, . . . . .	150,000 00
Unfunded debt, . . . . .	2,728 57
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$502,728 57</b>

## Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

## DR.

To balance Sept. 30, 1885, . . . . .	\$12,446 81
expenses, . . . . .	139,834 58
interest, . . . . .	6,286 14
	<b>\$158,516 98</b>

## CR.

By total income, . . . . .	\$135,958 21
Premium on sale of stock, . . . . .	12,250 00
Balance carried forward Sept. 30, 1886, . . . . .	10,808 77
	<b>\$158,516 98</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	11.106 miles.
Aggregate length of switches, sidings, etc., . . . . .	1.581 "
Total length of track, measured as single track, . . . . .	12.687 "
Total length of track paved (all paved), . . . . .	
Weight of rail per yard, and description of rail: 50 pounds steel rail.	
Description of the several lines or routes operated by the company:	
Porter's Station, via Beacon and Hampshire Streets to Bowdoin Square, Boston.	

Union Square, via Inman Square and Hampshire Street to Bowdoin Square, Boston.	
Cottage Farm, via Brookline and Columbia Streets to Bowdoin Square, Boston.	
Harvard Square, via Mount Auburn, Green and Main Streets to Bowdoin Square, Boston.	
Union Square, via Webster Avenue to Bowdoin Square, Boston.	
Union Square, via Inman Square and Hampshire Street to Park Square, Boston.	
Harvard Square, via Kirkland Street to Park Square, Boston.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same, . . . . .	7.245 miles.
Cambridge Railroad Company:	
Broadway, Main and Cambridge Streets, . . . . .	2.977 "
Central Square to Broadway on Main Street, . . . . .	2.3019 "
Harvard Square to Kirkland Street, . . . . .	.2441 "
Central Square and Boylston Street, . . . . .	.222 "
Metropolitan Railroad Company:	
Green Street, . . . . .	.128 miles.
Charles Street, . . . . .	1.372 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	18.351 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	637,221
Total number of passengers carried in the cars, . . . . .	2,598,551
Total number of round trips for the year, . . . . .	87,687
Number of persons regularly employed by company, . . . . .	150
Rates of fare: tickets, 5 cents; cash, 6 and 5 cents; checks, 4½ cents and 4 cents.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT.

December 24, 1886. — A man while intoxicated fell from front platform, was struck by car and sent to Massachusetts General Hospital injured.

December 24. — A woman stepped from car while in motion, fell and broke her collar-bone, and was sent to Cambridge Hospital.

PROPER ADDRESS OF THE COMPANY.  
CHARLES RIVER STREET RAILWAY COMPANY,  
CAMBRIDGEPORT, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Charles E. Raymond, *President*, 357 Harvard Street, Cambridge, Mass.  
 John W. Akarman, *Superintendent*, from Oct. 1, 1885, to July 1, 1886, 8 Summer Street, Somerville, Mass.; William A. Bancroft, *Superintendent*, from July 1 to Oct. 1, 1886, 5 Putnam Avenue, Cambridge, Mass. D. U. Chamberlin, *Treasurer*, 659 Main Street, Cambridge, Mass. Cushman E. Harden, *Clerk of Corporation*, Newton, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Raymond, 357 Harvard Street, Cambridge, Mass. Daniel U. Chamberlin, 659 Main Street, Cambridge, Mass. Emmons Raymond, 398 Broadway, Cambridge, Mass. Samuel L. Montague, 26 Fayette Street, Cambridge, Mass. Edmund Reardon, 88 Henry Street, Cambridge, Mass. Andrew J. Lovell, 11 Forest Street, Cambridge, Mass. Henry F. Woods, Somerville, Mass. Fred'k S. Davis, Boston, Mass.

CHARLES E. RAYMOND,  
 DAN'L U. CHAMBERLIN,  
 SAM'L L. MONTAGUE,  
 A. J. LOVELL,  
 FRED'K S. DAVIS,

*Directors.*

DAN'L U. CHAMBERLIN,

*Treasurer.*

WM. A. BANCROFT,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 17, 1886. Then personally appeared Charles E. Raymond, Dan'l U. Chamberlin, Sam'l L. Montague, A. J. Lovell, Fred'k S. Davis and Wm. A. Bancroft, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. S. HANKS,

*Justice of the Peace.*

Salaries of president and treasurer have not been paid.

CHAS. E. RAYMOND,

*President.*

# REPORT

## OF THE

### CITIZENS' STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$100,000 00
Number of stockholders, . . . . .	8	
DEBT.		
Unfunded debt, as follows: . . . . .		\$47,506 56
Notes payable, . . . . .	\$46,491 67	
Accounts, . . . . .	1,014 89	
TOTAL GROSS DEBT, . . . . .		\$47,506 56
Amount of cash assets, viz.: . . . . .		11,043 82
Cash, . . . . .	\$10,543 82	
Supplies, . . . . .	500 00	
NET DEBT, . . . . .		\$36,462 74
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$90,009 83	
Interest during construction, commissions, discounts, etc., . . . . .	1,376 44	
Engineering, agencies, salaries and other expenses during construction, . . . . .	4,055 81	
TOTAL COST OF CONSTRUCTION, . . . . .		\$95,442 08
EQUIPMENT.		
Horses, . . . . .		\$12,844 50
Cars, . . . . .		15,719 80
Other articles of equipment, . . . . .		769 53
TOTAL COST OF EQUIPMENT, . . . . .		\$29,333 83
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$4,983 19
Buildings owned by company needed in operating road, . . . . .		9,766 69
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$14,749 88
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$139,525 79
Cash assets, . . . . .		11,043 82
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$150,56

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.*	
Extension of tracks, . . . . .	\$95,442 08
New horses, . . . . .	12,844 50
New cars, . . . . .	15,719 80
Other equipment, . . . . .	769 53
Land and buildings, . . . . .	14,749 88
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$139,525 79</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$9,944 52
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$9,944 52</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	\$839 80
Renewal of horses, . . . . .	25 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	1,062 00
Wages and salaries of all other persons employed in operating the road, . . . . .	2,988 94
Provender, . . . . .	1,617 08
Taxes, state and local, . . . . .	144 80
Rent and tolls paid other companies for use of their roads, . . . . .	67 38
Worcester Street Railway Company's track, . . . . .	\$67 38
Office expenses, and all other expenses not included above, . . . . .	641 47
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$6,881 47</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$3,063 05</b>
Balance for the year, or surplus, . . . . .	3,063 05
<b>TOTAL SURPLUS, SEPT. 30, 1886, . . . . .</b>	<b>3,063 05</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars, . . . . .	9
Open cars, . . . . .	9
Horses, . . . . .	81
Harnesses (pairs of), . . . . .	12
Other articles of equipment: Wagon, . . . . .	1
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$95,442 08
Equipment, . . . . .	29,838 88
Land and buildings, . . . . .	14,749 88
Cash and cash assets, . . . . .	11,043 82
<b>TOTAL ASSETS, . . . . .</b>	<b>\$150,569 61</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$100,000 00
Unfunded debt, . . . . .	47,506 56
Surplus, . . . . .	3,063 05
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$150,569 61</b>

\* Built during the year.

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**Copy of Profit and Loss Account for the Year ending  
Sept. 30, 1886.**

Dr.	
To expenses, . . . . .	\$6,881 47
Balance carried forward Sept. 30, 1886, . . . . .	8,063 05
	<hr/> \$9,944 52 <hr/>
Cr.	
By total income, . . . . .	\$9,944 52
	<hr/> \$9,944 52 <hr/>

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**DESCRIPTION OF RAILWAY.**

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	6.595 miles.
Aggregate length of switches, sidings, etc., . . . . .	.632 "
Total length of track, measured as single track, . . . . .	7.227 "
Total length of track paved, . . . . .	7.227 "
Weight of rail per yard, and description of rail (36 pounds, steel).	
Description of the several lines or routes operated by the company:	
West side line, from Park Avenue to Union Depot via Pleasant and Front Streets; from Highland Avenue to Union Depot via Agricultural, Cedar, West, Pleasant and Front Streets; South Worcester, from North Street to Auburn Square via Grove, Saulsbury, Main and Southbridge Streets; Quinsigamond line, from Main Street to Quinsigamond Village via Front, Trumbull, Green and Millbury Streets.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same, . . . . .	2.282 "
Track of Worcester Street Railway Company on Front Street, . . . . .	.882 miles.
Track of Worcester Street Railway Company on Main Street, . . . . .	1.400 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	8.877 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	36,613
Total number of passengers carried in the cars, . . . . .	205,581
Total number of round trips for the year, . . . . .	8,507
Number of persons regularly employed by the company, . . . . .	38
Rates of fare, . . . . .	5 cts. and 3 cts.

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**PROPER ADDRESS OF THE COMPANY.**

**CITIZENS' STREET RAILWAY COMPANY,  
WORCESTER, MASS.**

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**NAME AND RESIDENCE OF OFFICERS.**

Charles B. Pratt, *President*, Worcester, Mass. J. N. Akarman, *Superintendent*, Worcester, Mass. H. S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles B. Pratt, Worcester, Mass. H. S. Seeley, Worcester, Mass. Hiram Fobes, Worcester, Mass. N. S. Liscomb, Worcester, Mass. H. S. Pratt, Worcester, Mass. George H. Seeley, New York City, N. Y. George F. Mellen, Fall River, Mass.

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CHAS. B. PRATT,  
HIRAM FOBES,  
H. S. SEELEY,  
N. S. LISCOMB,  
HENRY S. PRATT,

*Directors.*

H. S. SEELEY,

*Treasurer.*

J. N. AKARMAN,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 2, 1886. Then personally appeared Chas. B. Pratt, H. S. Seeley, N. S. Liscomb, Henry S. Pratt, J. N. Akarman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. H. WAITE,

*Justice of the Peace.*



# REPORT

## OF THE

### FITCHBURG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . . . .	\$60,000 00		
Capital stock authorized by votes of company, . . . . .	60,000 00		
Capital stock paid (par value of shares, \$100), . . . . .			\$60,000 00
Number of stockholders, . . . . .	19		
DEBT.			
Unfunded debt, as follows: . . . . .			\$4,152 79
Notes payable, . . . . .	\$4,000 00		
Interest accrued, . . . . .	45 38		
Outstanding tickets, . . . . .	107 46		
TOTAL GROSS DEBT, . . . . .			\$4,152 79
Amount of cash assets, viz.: . . . . .			2,106 64
Cash, . . . . .	\$2,009 98		
Supplies, . . . . .	57 08		
Debit balances, . . . . .	39 58		
NET DEBT, . . . . .			\$2,046 15
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving and track, including timber, rails, etc., and laying, . . . . .	\$49,862 50		
Engineering, agencies, salaries, and other expenses during construction, . . . . .	239 77		
TOTAL COST OF CONSTRUCTION, . . . . .			\$49,602 27
EQUIPMENT.			
Horses, . . . . .			\$5,395 80
Cars, . . . . .			5,314 67
Other articles of equipment, . . . . .			618 63
TOTAL COST OF EQUIPMENT, . . . . .			\$11,324 10
LAND AND BUILDINGS.			
Buildings owned by company needed in operating road, . . . . .			\$4,285 58
TOTAL COST OF LAND AND BUILDINGS, . . . . .			\$4,285 58
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .			\$65,211 95
Cash assets, . . . . .			2,106 64
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .			\$67,318 59

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.*	
Extension of tracks (number of feet, 18,073), . . . . .	\$49,602 27
New horses (number, 83), . . . . .	5,395 80
New cars (number, 7), . . . . .	5,314 67
Other equipment, . . . . .	613 63
Land and buildings, . . . . .	4,285 58
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$65,211 95</b>
REVENUE FOR THE YEAR.†	
Received from passengers on railways operated by this company, . . . . .	\$6,683 27
Received from sales of manure, . . . . .	39 58
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$6,722 85</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	\$66 85
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	374 19
Wages and salaries of all other persons employed in operating the road, . . . . .	1,470 04
Provender, . . . . .	723 94
Insurance, . . . . .	96 00
Office expenses, and all other expenses not included above, . . . . .	780 70
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$3,511 72</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$3,211 13</b>
Interest accrued during the year, . . . . .	45 33
Balance for the year, or surplus, . . . . .	3,165 80
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>3,165 80</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	5
Open cars, . . . . .	2
Horses, . . . . .	83
Harnesses (pairs of), . . . . .	13
Other articles of equipment:	
Stable and office furniture, horse collars, blankets, surcingles, halters, etc.	
Largest number of horses owned at any time during the year, . . . . .	38
Smallest number of horses owned at any time during the year, . . . . .	23
Average number of horses owned during the year, . . . . .	31½
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$49,602 27
Equipment, . . . . .	11,824 10
Buildings, . . . . .	4,285 58
Cash and cash assets, . . . . .	2,106 64
<b>TOTAL ASSETS, . . . . .</b>	<b>\$67,318 59</b>

\* Built during the year.

† From July 1, 1886.

LIABILITIES.	
Capital stock, . . . . .	\$60,000 00
Unfunded debt, . . . . .	4,152 79
Surplus, . . . . .	8,165 80
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$67,318 59</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$3,511 72
Interest, . . . . .	45 33
Balance carried forward Sept. 30, 1886, . . . . .	3,165 80
	<b>\$6,722 85</b>
<b>CR.</b>	
By total income, . . . . .	<b>\$6,722 85</b>
	<b>\$6,722 85</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3.26 miles.
Aggregate length of switches, sidings, etc., . . . . .	.163 "
Total length of track, measured as single track, . . . . .	3.423 "
Total length of track paved, . . . . .	2.274 "
Weight of rail per yard, and description of rail: tram rail, 85 pounds; T rail, 80 pounds.	
Description of the several lines or routes operated by the company:	
Goodrich Street to Sanborn Road.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.26 "
<b>MILES RUN, ETC. (3 MONTHS).</b>	
Total number of miles run during the year, . . . . .	16,581
Total number of passengers carried in the cars, . . . . .	104,091
Total number of round trips for the year, . . . . .	3,437
Number of persons regularly employed by company, . . . . .	15
Rates of fare, . . . . .	5 to 8 cents.

## PROPER ADDRESS OF THE COMPANY.

FITCHBURG STREET RAILWAY COMPANY,  
FITCHBURG, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass. Benjamin F. Wallis, *Treasurer*, Fitchburg, Mass. Harris C. Hartwell, *Clerk of Corporation*, Fitchburg, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Willis, Fitchburg, Mass. Harris C. Hartwell, Fitchburg, Mass.  
George H. Spencer, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass.  
Stanton D. Loring, Boston, Mass. Charles A. Rogers, Boston, Mass. Eliab  
Parker, Boston, Mass.

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HENRY A. WILLIS,  
HARRIS C. HARTWELL,  
GEO. H. SPENCER,  
HERBERT I. WALLACE,  
STANTON D. LORING,  
CHARLES A. ROGERS,  
ELIAB PARKER,

*Directors.*

BENJAMIN F. WALLIS,

*Treasurer.*

WESLEY W. SARGENT,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 29, 1886. Then personally appeared Henry A. Willis, Harris C. Hartwell, George H. Spencer, Herbert I. Wallace, Benjamin F. Wallis and Wesley W. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILBUR B. TENNEY,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1886. Then personally appeared Stanton D. Loring, Charles A. Rogers and Eliab Parker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SUMNER B. PEARMAIN,

*Notary Public.*

# REPORT

## OF THE

### GLOBE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$200,000 00	
Capital stock authorized by votes of company, . . . . .	200,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$200,000 00
Number of stockholders, . . . . .	92	
DEBT.		
Unfunded debt, as follows: . . . . .		\$76,077 62
Notes, . . . . .	\$57,500 00	
Book accounts, . . . . .	18,577 62	
TOTAL GROSS DEBT, . . . . .		\$76,077 62
Amount of cash assets, viz.: . . . . .		13,759 59
Cash, . . . . .	\$908 23	
Supplies, . . . . .	9,630 86	
Debit balances, . . . . .	3,225 50	
NET DEBT, . . . . .		\$62,318 03
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$189,242 31
EQUIPMENT.		
Horses, . . . . .		\$20,300 00
Cars, . . . . .		30,000 00
Other articles of equipment, . . . . .		3,700 00
TOTAL COST OF EQUIPMENT, . . . . .		\$53,900 00
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .		\$39,093 87
TOTAL COST OF LAND AND BUILDINGS, . . . . .		39,093 87
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$282,236 18
Cash assets, . . . . .		13,759 59
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$295,995 77

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Extension of tracks and extra paving (number of feet, 19,003 <sup>4</sup> / <sub>16</sub> ), . . . . .	\$48,564 16
New horses (number, 42), . . . . .	4,200 00
New cars (number, 5), . . . . .	3,125 94
Other equipment, . . . . .	192 35
Land and buildings, . . . . .	1,477 12

<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$57,559 57</b>
Property reduced in valuation on the books, viz.: . . . . .	9,736 12
Railway construction, . . . . .	\$4,512 33
Cars, . . . . .	3,790 15
Other equipment, . . . . .	1,227 64
Land and buildings, . . . . .	206 00

**NET ADDITION TO PROPERTY FOR THE YEAR,** . . . . . **\$47,823 45**

**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company, . . . . .	\$103,206 66
Received from sales of manure, . . . . .	1,022 88

<b>TOTAL EARNINGS,</b> . . . . .	<b>\$104,229 54</b>
Income from other sources, . . . . .	260 00
Advertisements in cars, . . . . .	\$260 00

**TOTAL INCOME FROM ALL SOURCES,** . . . . . **\$104,489 54**

**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track, . . . . .	\$2,480 42
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	7,332 05
Repairs of buildings, . . . . .	579 43
Renewal of horses, . . . . .	3,293 91
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	3,874 00
Wages and salaries of all other persons employed in operating the road, . . . . .	32,268 15
Provender, . . . . .	14,466 39
Taxes, state and local, . . . . .	3,442 72
Insurance, . . . . .	978 33
Damages for injuries to persons and property, . . . . .	763 57
Office expenses, and all other expenses not included above, . . . . .	8,076 56

**TOTAL EXPENSES OF OPERATING,** . . . . . **\$77,555 53**

**NET INCOME, DIVIDENDS, ETC.**

<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$26,934 01</b>
Interest accrued during the year, . . . . .	1,764 74
Dividends declared (5 per cent.) for the year, . . . . .	10,000 00
Balance for the year, or surplus, . . . . .	15,169 27
Surplus at commencement of year, . . . . .	\$14,485 00
Deduct: Depreciation, . . . . .	9,736 12

Surplus at commencement of year as changed by aforesaid entries, . . . . .	4,748 88
<b>TOTAL SURPLUS Sept. 30, 1886,</b> . . . . .	<b>19,918 15</b>

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	22
Open cars, . . . . .	23
Horses, . . . . .	202

Harnesses (pairs of), . . . . .	60
Sleighs, . . . . .	6
Other articles of equipment:	
1 snow plow, 2 snow levellers, 1 reach, 1 single and 2 double carts, 1 open and 2 top buggies, 1 light wagon, rail cleaners, 1 horse-power and 2 hay cutters, 1 grain mill, blacksmith's tools, etc.	
Largest number of horses owned at any time during the year,	202
Smallest number of horses owned at any time during the year,	160
Average number of horses owned during the year,	170

## General Balance Sheet Sept. 30, 1886.

ASSETS.	
Construction, . . . . .	\$189,242 31
Equipment, . . . . .	53,900 00
Land and buildings, . . . . .	39,093 87
Cash and cash assets, . . . . .	13,759 59
<b>TOTAL ASSETS,</b> . . . . .	<b>\$295,995 77</b>
LIABILITIES.	
Capital stock, . . . . .	\$200,000 00
Unfunded debt, . . . . .	76,077 62
Surplus, . . . . .	19,918 15
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$295,995 77</b>

## Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

DR.	
To expenses, . . . . .	\$77,555 53
Interest, . . . . .	1,764 74
dividends, . . . . .	10,000 00
depreciation, . . . . .	9,736 12
Balance carried forward Sept. 30, 1886, . . . . .	19,918 15
	<b>\$118,974 54</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$14,485 00
total income, . . . . .	104,489 54
	<b>\$118,974 54</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	12.932 miles.
Aggregate length of switches, sidings, etc., . . . . .	2.566 "
Total length of track, measured as single track, . . . . .	15.498 "
Total length of track paved, . . . . .	9.924 "
Weight of rail per yard, and description of rail (side-bearing, 35 pounds iron, and 35, 46 and 47 pounds steel).	
Description of the several lines or routes operated by the company:	
<i>North Main and Pleasant Streets Route.</i> —Flint Village and Steepbrook Village via North Main and Pleasant Streets, with spur tracks to depots in Elght-Rod Way and Old Colony Avenue.	

<i>Globe Village Route.</i> — City Hall to Globe Village via South Main, East Main, East Globe and South Main Streets to Slade Street. Spur track in Broadway to car-house.		
<i>Rodman and Winter Streets Route.</i> — Hanover Street on New Boston Road to East Globe Street on Stafford Road via New Boston Road, Highland Avenue, Winter, Franklin, North and South Main, Rodman, Fourth, Lyons and Second Streets, and Eight-Rod Way and Stafford Road.		
<i>Bedford and Quarry Streets Route</i> (completed), <i>Hartwell and Rodman Streets</i> (not yet completed) and <i>Shore Mill Extension</i> (not yet completed), all new this year, not operated yet.		
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .		10.045 miles.
MILES RUN, ETC.		
Total number of miles run during the year, . . . .		346,145
Total number of passengers carried in the cars, . . . .		2,092,541
Total number of round trips for the year, . . . .		74,176
Number of persons regularly employed by company, . . . .		72
Rates of fare, . . . . .		5, 3 and 2½ cts.

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	1	2	1	2
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	1	-	1

## STATEMENT OF EACH ACCIDENT.

October 17, 1885. — Child playing on track stepped on by horse; injured foot.

February 28, 1886 — Isaac D. Gifford fell from front platform of car and received injuries which resulted in death in about six hours.

May 30. — Mrs. J. M. Anthony fell from car in rounding curve; injured head slightly.

August 26. — A Mrs. Bruce, of Swansea, Mass., stepped from moving train and injured back.

PROPER ADDRESS OF THE COMPANY.  
GLOBE STREET RAILWAY COMPANY,  
FALL RIVER, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Frank S. Stevens, *President*, Swansea, Mass. John H. Bowker, Jr., *Superintendent*, Fall River, Mass. Frank W. Brightman, *Treasurer*, Fall River, Mass. Marcus G. B. Swift, *Clerk of Corporation*, Fall River, Mass.



## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank S. Stevens, Swansea, Mass. Andrew J. Borden, Fall River, Mass.  
John S. Brayton, Fall River, Mass. George H. Hawes, Fall River, Mass.  
Marcus G. B. Swift, Fall River, Mass. Joseph A. Beauvais, New Bedford,  
Mass. Thomas B. Wilcox, New Bedford, Mass.

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F. S. STEVENS,  
GEO. H. HAWES,  
JOHN S. BRAYTON,  
ANDREW J. BORDEN,  
T. B. WILCOX,

*Directors.*

FRANK W. BRIGHTMAN,

*Treasurer.*

JOHN H. BOWKER, JR.,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Oct. 19, 1886. Then personally appeared the above-named Frank S. Stevens, George H. Hawes, John S. Brayton, Andrew J. Borden, Thomas B. Wilcox, Frank W. Brightman and John H. Bowker, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

MARCUS G. B. SWIFT,

*Justice of the Peace.*

# REPORT

## OF THE

### GLOUCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

<b>CAPITAL STOCK AND DEBT.</b>		
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$59,400 00
Number of stockholders, . . . . .	18	
<b>DEBT.</b>		
<b>Unfunded debt, as follows:—</b>		
Notes of the company, . . . . .	\$23,000 00	
TOTAL GROSS DEBT, . . . . .		\$23,000 00
Amount of cash assets, viz.: . . . . .		3,446 44
Cash, . . . . .	\$2,608 61	
Debit balances, . . . . .	837 88	
NET DEBT, . . . . .		\$19,553 56
<b>PERMANENT INVESTMENTS.</b>		
<b>RAILWAY.</b>		
Grading and paving, . . . . .	\$9,675 88	
Track, including timber, rails, etc., and laying, . . . . .	25,947 63	
Interest during construction, commissions, discounts, etc., . . . . .	750 00	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	537 88	
TOTAL COST OF CONSTRUCTION, . . . . .		\$36,910 84
<b>EQUIPMENT.</b>		
Horses, . . . . .		\$18,472 70
Cars, . . . . .		7,750 00
Other articles of equipment, . . . . .		2,343 20
TOTAL COST OF EQUIPMENT, . . . . .		\$28,565 90
<b>LAND AND BUILDINGS.</b>		
Land owned by company needed in operating road, . . . . .		\$1,615 00
Buildings owned by company needed in operating road, . . . . .		14,360 06
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$15,975 06

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	\$81,451 80
Cash assets, . . . . .	3,446 44
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .</b>	<b>\$84,898 24</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.*</b>	
Extension of tracks, . . . . .	\$36,910 84
New horses, . . . . .	18,472 70
New cars, . . . . .	7,750 00
Other equipment, . . . . .	2,343 20
Land and buildings, . . . . .	15,975 06
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$81,451 80</b>
<b>REVENUE FOR THE YEAR.†</b>	
Received from passengers on railways operated by this company, . . . . .	\$14,556 98
Received from sales of manure, . . . . .	1 50
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$14,558 48</b>
Income from other sources, . . . . .	50 00
Advertising, . . . . . \$50 00	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$14,608 48</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$486 68
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	538 72
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	117 00
Wages and salaries of all other persons employed in operating the road, . . . . .	5,538 18
Provender, . . . . .	3,296 53
Taxes, state and local, . . . . .	18 43
Insurance, . . . . .	466 10
Damages for injuries to persons and property, . . . . .	12 11
Office expenses, and all other expenses not included above, . . . . .	1,636 49
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$12,110 24</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$2,498 24</b>
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>2,498 24</b>
<b>INVENTORY OF EQUIPMENT SEPT. 30, 1886.</b>	
Box-cars, . . . . .	4
Open cars, . . . . .	6
Horses, . . . . .	92
Harnesses (pairs of), . . . . .	43
Other articles of equipment : 1 freight car, 1 express wagon, 1 tip cart, 1 Concord wagon.	
Largest number of horses owned at any time during the year, . . . . .	96
Smallest number of horses owned at any time during the year, . . . . .	92
Average number of horses owned during the year, . . . . .	94

\* Built during the year.

† Commenced operating June 12, 1886.

General Balance Sheet Sept. 30, 1886.	
<b>ASSETS.</b>	
Construction, . . . . .	\$36,910 84
Equipment, . . . . .	28,565 90
Land and buildings, . . . . .	15,975 06
Cash and cash assets, . . . . .	3,446 44
<b>TOTAL ASSETS, . . . . .</b>	<b>\$84,898 24</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$59,400 00
Unfunded debt, . . . . .	23,000 00
Surplus, . . . . .	2,498 24
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$84,898 24</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$12,110 24
balance carried forward Sept. 30, 1886, . . . . .	2,498 24
	<b>\$14,608 48</b>
<b>CR.</b>	
By total income, . . . . .	\$14,608 49
	<b>\$14,608 48</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3.72 miles.
Aggregate length of switches, sidings, etc., . . . . .	.35 "
Total length of track, measured as single track, . . . . .	4.07 "
Total length of track paved, . . . . .	2.87 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.72 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	38,211
Total number of passengers carried in the cars, . . . . .	261,823
Total number of round trips for the year, . . . . .	7,858
Number of persons regularly employed by the company, . . . . .	41
Rates of fare, . . . . .	5 and 6 cents.

PROPER ADDRESS OF THE COMPANY.  
**GLOUCESTER STREET RAILWAY COMPANY,**  
**GLOUCESTER, MASS.**

**NAME AND RESIDENCE OF OFFICERS.**

Morris C. Fitch, *President*, Gloucester, Mass. W. H. Powell, *Superintendent*, Gloucester, Mass. F. W. Homans, *Treasurer*, Gloucester, Mass. D. S. Presson, *Clerk of Corporation*, Gloucester, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Morris C. Fitch, Gloucester, Mass. F. W. Homans, Gloucester, Mass. George Morse, Gloucester, Mass. William A. Homans, Jr., Gloucester, Mass. Thomas Hodge, Gloucester, Mass. D. S. Presson, Gloucester, Mass. W. A. Jones, West Troy, N. Y. Henry Souther, East Boston, Mass. J. C. Brock, New Bedford, Mass. H. O. Flint, Salem, Mass. J. P. Langmaid, Salem, Mass. J. H. Lewis, Boston, Mass.

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MORRIS C. FITCH,  
J. C. BROCK,  
WALTER A. JONES,  
HENRY SOUTHER,  
GEORGE MORSE,  
HARRISON O. FLINT,  
F. W. HOMANS,  
D. S. PRESSON,

*Directors.*

F. W. HOMANS,

*Treasurer.*

W. H. POWELL,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 29, 1886. Then personally appeared Morris C. Fitch, J. C. Brock, W. A. Jones, Henry Souther, George Morse, H. O. Flint, F. W. Homans and D. S. Presson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AARON PARSONS,

*Justice of the Peace.*

## REPORT

OF THE

## HAVERHILL &amp; GROVELAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$32,000 00	
Capital stock authorized by votes of company, . . . . .	32,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$32,000 00
Number of stockholders, . . . . .	29	
DEBT.		
Unfunded debt, as follows:—		
Bills payable, . . . . .	\$113,500 00	
TOTAL GROSS DEBT, . . . . .		\$113,500 00
Cash, . . . . .		3,281 16
NET DEBT, . . . . .		\$110,218 84
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$69,036 45	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	1,485 00	
TOTAL COST OF CONSTRUCTION, . . . . .		\$70,521 45
EQUIPMENT.		
Horses, . . . . .		\$13,380 50
Cars, . . . . .		23,326 00
Other articles of equipment, . . . . .		10,335 38
TOTAL COST OF EQUIPMENT, . . . . .		\$47,041 88
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$8,475 00
Buildings owned by company needed in operating road, . . . . .		16,244 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$24,719 00
OTHER PROPERTY.		
Base-ball ground, . . . . .		\$1,500 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$143,782 33
Cash assets, . . . . .		3,281 16
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$147,063 49

# 330 HAVERHILL & GROVELAND ST. RAILWAY. [Jan.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 46,084), . . . . .	\$48,948 82
New horses (number, 106), . . . . .	17,695 50
New cars (number, 25), . . . . .	17,451 00
Other equipment, . . . . .	3,024 02
Land and buildings, . . . . .	17,783 93
<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$104,903 27</b>
Property sold or reduced in valuation on the books, viz.: . . . . .	4,511 27
Real estate, . . . . .	\$475 00
Equipment, . . . . .	2,851 27
Horses, . . . . .	1,185 00
<b>NET ADDITION TO PROPERTY FOR THE YEAR,</b> . . . . .	<b>\$100,392 00</b>
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$29,155 66
Received from sales of manure, . . . . .	178 57
<b>TOTAL EARNINGS,</b> . . . . .	<b>\$29,334 23</b>
Income from other sources, . . . . .	265 50
Rents, . . . . .	\$240 50
Advertising, . . . . .	25 00
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$29,599 73</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$1,676 92
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	1,790 81
Repairs of buildings, . . . . .	145 00
Renewal of horses, . . . . .	400 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	1,700 00
Wages and salaries of all other persons employed in operating the road, . . . . .	8,237 00
Provender, . . . . .	4,893 62
Taxes, state and local, . . . . .	230 21
Insurance, . . . . .	448 24
Damages for injuries to persons and property, . . . . .	100 00
Office expenses, and all other expenses not included above, . . . . .	1,166 25
<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$20,788 05</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$8,811 68</b>
Interest accrued during the year, . . . . .	628 75
Dividends declared (8 per cent.*) for the year, . . . . .	2,560 00
Balance for the year, or surplus, . . . . .	5,622 93
Surplus at commencement of year, . . . . .	\$8,991 83
Deduct: Reduction of cost, . . . . .	3,451 27
<b>Extra dividend of 30 per cent. (division of surplus),</b> . . . . .	<b>5,540 56</b>
<b>TOTAL SURPLUS Sept. 30, 1886,</b> . . . . .	<b>9,600 00</b>
<b>INVENTORY OF EQUIPMENT SEPT. 30, 1886.</b>	
Box-cars, . . . . .	19
Open cars, . . . . .	17
Horses, . . . . .	131

\* On \$32,000 of capital stock.

Harnesses (pairs of), . . . . .	43
Omnibuses, . . . . .	1
Sleighs, . . . . .	3
Other articles of equipment : Snow plow, furniture, 2 safes, etc.	
Largest number of horses owned at any time during the year,	182
Smallest number of horses owned at any time during the year,	25
Average number of horses owned during the year, . . .	38

## General Balance Sheet Sept. 30, 1886.

ASSETS.	
Construction, . . . . .	\$70,521 45
Equipment, . . . . .	47,041 88
Land and buildings, . . . . .	24,719 00
Other property, . . . . .	1,500 00
Cash and cash assets, . . . . .	3,281 16
<b>TOTAL ASSETS, . . . . .</b>	<b>\$147,063 49</b>
LIABILITIES.	
Capital stock, . . . . .	\$32,000 00
Unfunded debt, . . . . .	113,500 00
Surplus, . . . . .	1,563 49
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$147,063 49</b>

Copy of Profit and Loss Account for the Year ending  
Sept. 30, 1886.

Dr.	
To expenses, . . . . .	\$20,788 05
interest, . . . . .	628 75
dividends and extra dividends, . . . . .	12,160 00
reduction of cost:	
Equipment, . . . . .	2,851 27
Horse account, . . . . .	500 00
Real estate, . . . . .	100 00
balance carried forward Sept. 30, 1886, . . . . .	1,563 49
	<b>\$38,591 56</b>
Cr.	
By balance Sept. 30, 1885, . . . . .	\$8,991 83
total income, . . . . .	29,599 73
	<b>\$38,591 56</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	12.558 miles.
Aggregate length of switches, sidings, etc., . . . . .	1.226 "
Total length of track, measured as single track, . . . . .	13.784 "
Total length of track paved, . . . . .	6.431 "
Weight of rail per yard: 30 and 35 pounds.	



# 332 HAVERHILL & GROVELAND ST. RAILWAY. [Jan.

Description of the several lines or routes operated by the company:	
Haverhill to West Newbury.	
Haverhill to Bradford.	
Different parts of Haverhill.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	12.558 miles.
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year,	85,867
Total number of passengers carried in the cars,	436,212
Total number of round trips for the year,	17,250
Number of persons regularly employed by company,	40
Rates of fare: Cash, 15, 10 and 6 cents; tickets, 12½, 7½ and 5 cents.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	-	-	1
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT.

July 4, 1886. — Two cars came together on turnout by carelessness of new driver and a man on the running board had a leg slightly injured.

## PROPER ADDRESS OF THE COMPANY.

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,  
No. 3 WATER STREET, HAVERHILL, MASS.

## NAME AND RESIDENCE OF OFFICERS.

James D. White, *President*, Haverhill, Mass. E. F. Hebard, *Superintendent*, Haverhill, Mass. John A. Colby, *Treasurer*, Haverhill, Mass. Ira A. Abbott, *Clerk of Corporation*, Haverhill, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James D. White, Haverhill, Mass. Levi Taylor, Haverhill, Mass. Jackson B. Swett, Haverhill, Mass. Eben Mitchell, Haverhill, Mass. S. W. Duncan, Haverhill, Mass.

JAMES D. WHITE,  
LEVI TAYLOR,  
JACKSON B. SWETT,  
EBEN MITCHELL,  
*Directors.*  
JOHN A. COLBY,  
*Treasurer.*  
ELWYN F. HEBARD,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 1, 1886. Then personally appeared James D. White, Levi Taylor, Jackson B. Swett, Eben Mitchell, Elwyn F. Hebard and John A. Colby, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA A. ABBOTT,  
*Justice of the Peace.*

# REPORT

## OF THE

### HIGHLAND STREET RAILWAY COMPANY,

FROM OCT. 1, 1885, TO AUG. 20, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$1,000,000 00	
Capital stock authorized by votes of company, . . . . .	850,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$850,000 00
Number of stockholders, . . . . .	390	
DEBT.		
Funded debt, as follows: . . . . .		\$450,000 00
Bonds due 1887, rate of interest 6 per cent., . . . . .	\$50,000 00	
Bonds due 1898, rate of interest 6 per cent., . . . . .	100,000 00	
Bonds due 1902, rate of interest 5 per cent., . . . . .	300,000 00	
Unfunded debt, as follows: . . . . .		199,025 12
Notes payable, . . . . .	\$195,000 00	
Dividends unpaid, . . . . .	2,336 00	
Tickets outstanding, . . . . .	1,689 12	
TOTAL GROSS DEBT, . . . . .		\$649,025 12
Amount of cash assets, viz.: . . . . .		146,009 42
Cash, . . . . .	\$15,448 94	
Supplies, . . . . .	68,309 87	
Debit balances, . . . . .	62,250 61	
NET DEBT, . . . . .		\$503,015 70
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$389,813 33	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	34,229 35	
TOTAL COST OF CONSTRUCTION, . . . . .		\$424,042 68
EQUIPMENT.		
Horses, . . . . .		\$155,844 00
Cars, . . . . .		199,798 75
Other articles of equipment, . . . . .		94,192 61
TOTAL COST OF EQUIPMENT, . . . . .		\$449,835 36
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$139,097 87
Buildings owned by company needed in operating road, . . . . .		279,838 35
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$418,936 22

<b>OTHER PROPERTY.</b>	
Land and buildings (Tremont Street), . . . . .	\$38,000 00
Land and buildings (Grove Hall), . . . . .	33,500 00
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS,</b> . . . . .	<b>\$1,359,314 26</b>
Cash assets, . . . . .	146,009 42
<b>TOTAL PROPERTY AND ASSETS OF COMPANY,</b> . . . . .	<b>\$1,505,323 68</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks, . . . . .	\$15,651 90
New horses (number, 22), . . . . .	3,432 00
New cars (number, 12), . . . . .	8,854 98
Other equipment, . . . . .	4,497 50
Land and buildings, . . . . .	561 95
<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$32,998 33</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$518,689 32
Received from other railways as tolls or rent: . . . . .	1,961 26
South Boston Railroad, . . . . .	\$224 11
Metropolitan Railroad, . . . . .	1,737 15
Received from sales of manure, . . . . .	2,025 21
<b>TOTAL EARNINGS,</b> . . . . .	<b>\$522,675 79</b>
Income from other sources, . . . . .	44,149 77
Advertising in cars, . . . . .	\$500 00
Rents from real estate, . . . . .	2,649 77
Premium on stock, . . . . .	41,000 00
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$566,825 56</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$12,935 76
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	43,746 85
Repairs of buildings, . . . . .	8,981 63
Renewal of horses, . . . . .	23,370 50
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	15,666 67
Wages and salaries of all other persons employed in operating the road, . . . . .	223,077 23
Provender, . . . . .	87,422 99
Taxes, state and local, . . . . .	14,902 27
Rent and tolls paid other companies for use of their roads: . . . . .	18,985 20
Metropolitan, . . . . .	\$18,042 55
Middlesex, . . . . .	942 65
Insurance, . . . . .	5,138 33
Damages for injuries to persons and property, . . . . .	6,002 63
Office expenses, and all other expenses not included above, . . . . .	30,844 79
<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$491,074 85</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$75,750 71</b>
Interest accrued during the year, . . . . .	31,651 38
Dividends declared (8 per cent.) for the year, . . . . .	60,000 00
Balance for the year, or deficit, . . . . .	15,900 67
Surplus at commencement of year, . . . . .	22,199 23
<b>TOTAL SURPLUS AUG. 20, 1886,</b> . . . . .	<b>6,298 56</b>

## INVENTORY OF EQUIPMENT AUGUST 20, 1886.

Box-cars, . . . . .	107
Open cars, . . . . .	92
Horses, . . . . .	999
Harnesses (pairs of), . . . . .	278
Omnibuses, . . . . .	5
Sleighs, . . . . .	5
Other articles of equipment:	
8 snow plows, 8 snow sleds, 5 wagons, 130 lead bars, 75 sets eveners, 180 poles, 1,150 collars, 3 levellers, 3 carriages, 2 steam engines, machinery in repair shops, stable equipment, etc.	
Largest number of horses owned at any time during the year,	1,081
Smallest number of horses owned at any time during the year,	953
Average number of horses owned during the year,	1,025

## General Balance Sheet Aug. 20, 1886.

## ASSETS.

Construction, . . . . .	\$424,042 68
Equipment, . . . . .	449,835 36
Land and buildings, . . . . .	418,936 22
Other property, . . . . .	66,500 00
Cash and cash assets, . . . . .	146,009 42

TOTAL ASSETS, . . . . .	\$1,505,323 68
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## LIABILITIES.

Capital stock, . . . . .	\$350,000 00
Funded debt, . . . . .	450,000 00
Unfunded debt, . . . . .	199,025 12
Surplus, . . . . .	6,298 56

TOTAL LIABILITIES, . . . . .	\$1,505,323 68
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## Copy of Profit and Loss Account to Aug. 20, 1886.

## DR.

To expenses, . . . . .	\$491,074 85
interest, . . . . .	31,651 30
dividends, . . . . .	60,000 08
balance carried forward Aug. 20, 1886, . . . . .	6,298 56

\$589,024 79
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## CR.

By balance Sept. 30, 1885, . . . . .	\$22,199 23
total income, . . . . .	566,825 56

\$589,024 79
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## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	18.544 miles.
Aggregate length of switches, sidings, etc., . . . . .	.990 "
Total length of track, measured as single track, . . . . .	19.534 "

Weight of rail per yard, and description of rail (steel, 48 pounds).		
Description of the several lines or routes operated by the company:—		
Grove Hall to Temple Place, . . . . .	7.7	miles.
Woodbine Street to Cornhill via Shawmut Avenue, . . . . .	6.9	"
Woodbine Street to Cornhill via Blue Hill Avenue, . . . . .	7.8	"
Columbia Street to Eastern Depot via Blue Hill Avenue, . . . . .	10.9	"
Dudley Street to Eastern Depot via Columbus Avenue, . . . . .	6.9	"
Columbia Street to Eastern Depot via Hampden Street, . . . . .	9.9	"
Northampton Street to Temple Place via Columbus Avenue, . . . . .	3.45	"
Dudley Street to P. O. Square via Shawmut Avenue, . . . . .	6.	"
Northampton Street to P. O. Square via Columbus Avenue, . . . . .	4.58	"
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same: . . . . .		6.204 "
Metropolitan, . . . . .	5.693	miles.
Middlesex, . . . . .	.360	"
South Boston, . . . . .	.151	"
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	24,748	"
<b>MILES RUN, ETC.</b>		
Total number of miles run during the year to Aug. 20, 1886, . . . . .	1,949,184	
Total number of passengers carried in the cars to Aug. 20, 1886, . . . . .	10,727,092	
Total number of round trips for the year to Aug. 20, 1886, . . . . .	257,557	
Number of persons regularly employed by company to Aug. 20, 1886, . . . . .	404	
Rates of fare, . . . . .	5	cents.

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT.

November 20, 1885. — A woman stepped from car in motion, fell and broke her arm.

March, 1886. — A boy fell from car in motion; injury slight.

PROPER ADDRESS OF THE COMPANY.  
HIGHLAND STREET RAILWAY COMPANY,  
ROXBURY, MASS.

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**NAME AND RESIDENCE OF OFFICERS.**

Moody Merrill, *President*, Boston, Mass. Julius E. Rugg, *Superintendent*, Boston, Mass. Samuel Little, *Treasurer*, Boston, Mass. R. B. Fairbairn, *Clerk of Corporation*, Boston, Mass.

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**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

Donald Kennedy, Henry Pfaff, Jacob Pfaff, Chas. J. Hayden, Solomon S. Rowe, Samuel Little, Moody Merrill, James Hewins, all of Boston, Mass.

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MOODY MERRILL,  
S. S. ROWE,  
JACOB PFAFF,  
SAMUEL LITTLE,  
CHAS. J. HAYDEN,  
*Directors.*  
SAMUEL LITTLE,  
*Treasurer.*  
JULIUS E. RUGG,  
*Superintendent.*

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**COMMONWEALTH OF MASSACHUSETTS.**

SUFFOLK, ss. BOSTON, Nov. 15, 1886. Then personally appeared Moody Merrill, S. S. Rowe, Jacob Pfaff, Samuel Little, Charles J. Hayden and Julius E. Rugg, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES HEWINS,  
*Justice of the Peace.*

## REPORT

OF THE

## HOLYOKE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$25,000 00	
Capital stock authorized by votes of company, . . . . .	25,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$25,000 00
Number of stockholders, . . . . .	46	
DEBT.		
Unfunded debt, as follows:—		
Notes payable, . . . . .	\$14,000 00	
TOTAL GROSS DEBT, . . . . .		\$14,000 00
Amount of cash assets, viz.: . . . . .		1,387 69
Cash, . . . . .	\$1,105 18	
Supplies, . . . . .	282 51	
NET DEBT, . . . . .		\$12,612 31
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	\$2,973 72	
Track, including timber, rails, etc., and laying, . . . . .	20,446 47	
TOTAL COST OF CONSTRUCTION, . . . . .		\$23,420 19
EQUIPMENT.		
Horses, . . . . .		\$6,515 00
Cars, . . . . .		6,776 80
Other articles of equipment, . . . . .		2,072 29
TOTAL COST OF EQUIPMENT, . . . . .		\$15,364 09
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .		
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$576 20
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$39,360 48
Cash assets, . . . . .		1,387 69
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$40,748 17



**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Extension of tracks (number of feet, 5,797), . . . . .	\$8,910 41
New horses (number, 19), . . . . .	2,940 00
New cars (number, 2), . . . . .	1,237 00
Other equipment, . . . . .	36 50
Land and buildings, . . . . .	576 20

<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$13,700 11</b>
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**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company, . . . . .	\$14,817 89
Received from sales of manure, . . . . .	137 00

<b>TOTAL EARNINGS,</b> . . . . .	<b>\$14,954 89</b>
Income from other sources: . . . . .	184 92
Hay scales, . . . . .	\$39 92
Advertising, . . . . .	145 00

<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$15,139 81</b>
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**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track, . . . . .	\$585 12
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	1,009 99
Repairs of buildings, . . . . .	77 70
Renewal of horses, . . . . .	345 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	875 00
Wages and salaries of all other persons employed in operating the road, . . . . .	5,873 77
Provender, . . . . .	3,185 49
Taxes, state and local, . . . . .	290 79
Insurance, . . . . .	134 98
Office expenses, and all other expenses not included above, . . . . .	1,212 91

<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$13,590 75</b>
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**NET INCOME, DIVIDENDS, ETC.**

<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$1,549 06</b>
Interest accrued during the year, . . . . .	87 13
Dividends declared (4 per cent.) for the year, . . . . .	1,000 00
Balance for the year, or surplus, . . . . .	461 93
Surplus at commencement of year, . . . . .	1,286 24
<b>TOTAL SURPLUS Sept. 30, 1886,</b> . . . . .	<b>1,748 17</b>

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	6
Open cars, . . . . .	4
Horses, . . . . .	43
Harnesses (pairs of), . . . . .	8
Other articles of equipment: 1 snow plow.	
Largest number of horses owned at any time during the year, . . . . .	43
Smallest number of horses owned at any time during the year, . . . . .	24
Average number of horses owned during the year, . . . . .	33

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**General Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>	
Construction, . . . . .	\$23,420 19
Equipment, . . . . .	15,864 09
Land and buildings, . . . . .	576 20
Cash and cash assets, . . . . .	1,887 69
<b>TOTAL ASSETS, . . . . .</b>	<b>\$40,748 17</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$25,000 00
Unfunded debt, . . . . .	14,000 00
Surplus, . . . . .	1,748 17
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$40,748 17</b>

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**Copy of Profit and Loss Account for the Year ending  
Sept. 30, 1886.**

<b>DR.</b>	
To expenses, . . . . .	\$13,590 '75
interest, . . . . .	87 13
dividends, . . . . .	1,000 00
balance carried forward Sept. 30, 1886, . . . . .	1,748 17
	<b>\$16,426 05</b>
<b>CR.</b>	
By balance Sept. 30, 1885, . . . . .	\$1,286 24
total income, . . . . .	15,189 81
	<b>\$16,426 05</b>

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**DESCRIPTION OF RAILWAY.**

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3.150 miles.
Aggregate length of switches, sidings, etc., . . . . .	.754 "
Total length of track, measured as single track, . . . . .	3.904 "
Total length of track paved, . . . . .	1.193 "
Weight of rail per yard (35 pounds).	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.150 "

**MILES RUN, ETC.**

Total number of miles run during the year, . . . . .	67,163
Total number of passengers carried in the cars, . . . . .	273,446
Total number of round trips for the year, . . . . .	16,572
Number of persons regularly employed by company, . . . . .	19
Rates of fare, . . . . .	7 and 5 cents.

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**PROPER ADDRESS OF THE COMPANY.**

**HOLYOKE STREET RAILWAY COMPANY,  
HOLYOKE, MASS.**

## NAME AND RESIDENCE OF OFFICERS.

Wm. A. Chase, *President*, Holyoke, Mass. H. M. Smith, *Superintendent*, Holyoke, Mass. C. Fayette Smith, *Treasurer*, Holyoke, Mass. W. H. Brooks, *Clerk of Corporation*, Holyoke, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. A. Chase, Holyoke, Mass. Geo. E. Dudley, Holyoke, Mass. F. P. Goodall, Holyoke, Mass. S. G. Gaylord, South Hadley, Mass. Wm. S. Loomis, Holyoke, Mass. Chas. B. Prescott, Holyoke, Mass. J. A. Sullivan, Holyoke, Mass. G. H. Smith, Holyoke, Mass. Hiram Smith, South Hadley, Mass.

GEO. E. DUDLEY,

HIRAM SMITH,

GEO. H. SMITH,

J. A. SULLIVAN,

S. G. GAYLORD,

W. A. CHASE,

C. B. PRESCOTT,

F. P. GOODALL,

*Directors.*

C. FAYETTE SMITH,

*Treasurer.*

H. M. SMITH,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. HOLYOKE, MASS., Oct. 22, 1886. Then personally appeared Geo. E. Dudley, Hiram Smith, Geo. H. Smith, J. A. Sullivan, S. G. Gaylord, W. A. Chase, C. B. Prescott and F. P. Goodall, directors, and C. Fayette Smith, treasurer, and H. M. Smith, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN B. MUNN,

*Justice of the Peace.*

# REPORT

## OF THE

### HOOSAC VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

<b>CAPITAL STOCK AND DEBT.</b>	
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$50,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock paid (par value of shares, \$100), . . . . .	\$50,000 00
Number of stockholders, . . . . .	9
<b>DEBT.</b>	
Funded debt, as follows:—	
Mortgage bonds due 1906, rate of interest 6 per cent., . . . . .	\$50,000 00
<b>TOTAL GROSS DEBT,</b> . . . . .	<b>50,000 00</b>
Cash, . . . . .	6,475 69
<b>NET DEBT,</b> . . . . .	<b>\$43,524 31</b>
<b>PERMANENT INVESTMENTS.</b>	
<b>RAILWAY.</b>	
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$72,890 81
Engineering, agencies, salaries, and other expenses during construction, . . . . .	1,070 50
<b>TOTAL COST OF CONSTRUCTION,</b> . . . . .	<b>\$73,960 31</b>
<b>EQUIPMENT.</b>	
Horses, . . . . .	\$3,900 00
Cars, . . . . .	6,460 00
Other articles of equipment, . . . . .	5,104 00
<b>TOTAL COST OF EQUIPMENT,</b> . . . . .	<b>\$15,464 00</b>
<b>LAND AND BUILDINGS.</b>	
Land owned by company needed in operating road, . . . . .	\$600 00
Buildings owned by company needed in operating road, . . . . .	3,500 00
<b>TOTAL COST OF LAND AND BUILDINGS,</b> . . . . .	<b>\$4,100 00</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS,</b> . . . . .	<b>\$93,524 31</b>
Cash assets, . . . . .	6,475 69
<b>TOTAL PROPERTY AND ASSETS OF COMPANY,</b> . . . . .	<b>\$100,000 00</b>

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.*	
Extension of tracks, . . . . .	\$73,960 31
New horses, . . . . .	3,900 00
New cars, . . . . .	6,460 00
Other equipment, . . . . .	5,104 00
Land and buildings, . . . . .	4,100 00
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$93,524 31</b>
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$73,960 31
Equipment, . . . . .	15,464 00
Land and buildings, . . . . .	4,100 00
Cash and cash assets, . . . . .	6,475 69
<b>TOTAL ASSETS, . . . . .</b>	<b>\$100,000 00</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$50,000 00
Funded debt, . . . . .	50,000 00
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$100,000 00</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings,† . . . . .	5.25 miles.

PROPER ADDRESS OF THE COMPANY.  
HOOSAC VALLEY STREET RAILWAY COMPANY,  
NORTH ADAMS, MASS.

NAME AND RESIDENCE OF OFFICERS.  
Charles D. Haines, *President*, Sandy Hill, N. Y. George W. Lincoln, *Manager*, North Adams, Mass. S. Proctor Thayer, *Treasurer and Clerk of Corporation*, North Adams, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.  
Charles D. Haines, Sandy Hill, N. Y. Leonard W. Cronkhite, Sandy Hill, N. Y. William B. Baldwin, Sandy Hill, N. Y. Charles T. Beach, Sandy Hill, N. Y. Daniel M. Monty, Sandy Hill, N. Y. David S. Haines, Sandy Hill, N. Y. S. Proctor Thayer, North Adams, Mass.

L. W. CRONKHITE,  
D. M. MONTY,  
S. PROCTOR THAYER,  
WM. B. BALDWIN,  
*Directors.*  
S. PROCTOR THAYER,  
*Treasurer.*

\* Built during the year.

† Road under construction and not completed.

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 21, 1886. Then personally appeared L. W. Cronkhite, D. M. Monty, S. Proctor Thayer and W. B. Baldwin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE F. MILLER,  
*Justice of the Peace.*

# REPORT

## OF THE

### LOWELL STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$100,000 00
Number of stockholders, . . . . .	102	
DEBT.		
Unfunded debt, as follows:—		
Notes, . . . . .	\$2,000 00	
Mortgages, . . . . .	4,000 00	
Unpaid dividends, . . . . .	72 00	
TOTAL GROSS DEBT, . . . . .		\$6,072 00
Amount of cash assets, viz.: . . . . .		20,979 34
Cash, . . . . .	\$20,979 34	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .		\$17,416 99
Track, including timber, rails, etc., and laying, . . . . .		60,833 15
Interest during construction, commissions, discounts, etc., . . . . .		69 97
Engineering, agencies, salaries, and other expenses during construction, . . . . .		163 30
TOTAL COST OF CONSTRUCTION, . . . . .		\$78,488 41
EQUIPMENT.		
Horses, . . . . .		\$10,500 00
Cars, . . . . .		18,241 00
Other articles of equipment, . . . . .		2,545 71
TOTAL COST OF EQUIPMENT, . . . . .		\$26,286 71
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$14,800 00
Buildings owned by company needed in operating road, . . . . .		10,951 94
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$25,751 94
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$130,527 06
Cash assets, . . . . .		20,979 34
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$151,506 40

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Extension of tracks (number of feet, 4,400), . . . . .	\$5,046 96
New cars (number, 5), . . . . .	8,941 00

TOTAL ADDITION TO PROPERTY, . . . . .	\$8,987 96
Property sold or reduced in valuation on the books, viz.: . . . . .	2,200 00
Depreciation on cars, . . . . .	\$2,200 00

NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .	\$6,787 96
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**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company, . . . . .	\$80,722 81
Received from sales of manure, . . . . .	575 00

TOTAL EARNINGS, . . . . .	\$81,297 81
Income from other sources: . . . . .	729 98
Advertising, . . . . .	\$249 98
Rents, . . . . .	480 00

TOTAL INCOME FROM ALL SOURCES, . . . . .	\$82,027 29
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**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track, . . . . .	\$8,715 43
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	5,499 77
Repairs of buildings, . . . . .	2,169 91
Renewal of horses, . . . . .	3,784 90
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	3,099 96
Wages and salaries of all other persons employed in operating the road, . . . . .	25,540 30
Provender, . . . . .	10,606 30
Taxes, state and local, . . . . .	1,348 76
Insurance, . . . . .	848 17
Damages for injuries to persons and property, . . . . .	1,108 95
Office expenses, and all other expenses not included above, . . . . .	4,061 60

TOTAL EXPENSES OF OPERATING, . . . . .	\$66,784 05
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**NET INCOME, DIVIDENDS, ETC.**

TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$15,243 24
Interest accrued during the year, . . . . .	97 50
Dividends declared (6 per cent.) for the year, . . . . .	5,994 00
Balance for the year, or surplus, . . . . .	9,151 74
Surplus at commencement of year, . . . . .	\$35,907 66
Deduct: Depreciation on cars, . . . . .	2,200 00

Add: Subscriptions Middlesex St. Extension, . . . . .	\$33,707 66
Surplus at commencement of year as changed by aforesaid entries, . . . . .	2,575 00
TOTAL SURPLUS Sept. 30, 1886, . . . . .	36,282 66
	45,434 40

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	23
Open cars, . . . . .	10
Horses, . . . . .	125
Harnesses (pairs of), . . . . .	36
Omnibuses, . . . . .	2
Sleighs, . . . . .	5



General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$78,488 41
Equipment, . . . . .	26,286 71
Land and buildings, . . . . .	25,751 94
Cash and cash assets, . . . . .	20,979 34
<b>TOTAL ASSETS, . . . . .</b>	<b>\$151,506 40</b>
LIABILITIES.	
Capital stock, . . . . .	\$100,000 00
Unfunded debt, . . . . .	6,072 00
Surplus, . . . . .	45,434 40
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$151,506 40</b>
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$66,784 05
interest, . . . . .	97 50
dividends, . . . . .	5,994 00
depreciation on cars, . . . . .	2,200 00
balance carried forward Sept. 30, 1886, . . . . .	45,434 40
	<b>\$120,509 95</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$35,907 66
total income, . . . . .	82,037 29
subscriptions Middlesex Street extension, . . . . .	2,575 00
	<b>\$120,509 95</b>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	6.396 miles.
Aggregate length of switches, sidings, etc., . . . . .	.674 "
Total length of track, measured as single track, . . . . .	7.070 "
Weight of rail per yard (284, 33, 43, 45 and 48 pounds).	
Description of the several lines or routes operated by the company: . . . . .	6.396 "
Belvidere to Pawtucket Falls, . . . . . 1.882 miles.	
Middlesex and Branch Street, . . . . . 1.553 "	
Loring Street to W. E. Livingston's, . . . . . .551 "	
Centralville Branch, . . . . . 1.000, "	
Post-office to burial grounds, . . . . . 1.410 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	6.396 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	240,021
Total number of passengers carried in the cars, . . . . .	1,571,192
Total number of round trips for the year, . . . . .	24,002
Number of persons regularly employed by company, . . . . .	62
Rates of fare, . . . . .	4, 5 and 6 cts.

PROPER ADDRESS OF THE COMPANY,  
LOWELL HORSE RAILROAD COMPANY,  
33 HILDRETH BUILDING, LOWELL, MASS.

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NAME AND RESIDENCE OF OFFICERS.

William E. Livingston, *President*, Lowell, Mass. James A. Chase, *Superintendent, Treasurer and Clerk of Corporation*, Lowell, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William E. Livingston, Lowell, Mass. James A. Chase, Lowell, Mass.  
George N. Kennedy, Syracuse, N. Y. William G. Tracy, Syracuse, N. Y.

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WM. E. LIVINGSTON,  
J. A. CHASE,  
*Directors.*  
J. A. CHASE,  
*Treasurer.*  
J. A. CHASE,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 17, 1886. Then personally appeared William E. Livingston and J. A. Chase, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. HASKELL,  
*Justice of the Peace.*

**REPORT**  
OF THE  
**LOWELL & DRACUT STREET RAILWAY COMPANY,**  
FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[In process of construction.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$15,000 00	
Capital stock authorized by votes of company, . . . . .	15,000 00	
Capital stock * paid (par value of shares, \$100), . . . . .		\$7,550 00
Number of stockholders, . . . . .	54	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$1,554 68	
TOTAL COST OF CONSTRUCTION, . . . . .		\$1,554 68
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$1,554 68
Cash assets, . . . . .		5,995 32
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$7,550 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks, . . . . .		†\$1,554 68
General Balance Sheet Sept. 30, 1886.		
ASSETS.		
Construction, . . . . .		\$1,554 68
Cash and cash assets, . . . . .		5,995 32
TOTAL ASSETS, . . . . .		\$7,550 00
LIABILITIES.		
Capital stock, . . . . .		\$7,550 00
TOTAL LIABILITIES, . . . . .		\$7,550 00

PROPER ADDRESS OF THE COMPANY.  
LOWELL & DRACUT STREET RAILWAY COMPANY,  
LOWELL, MASS.

\* Fifty per cent. of the par value of the stock only had been called in at this time.

† Under construction.

## NAME AND RESIDENCE OF OFFICERS.

John Ames, *President*, Dracut, Mass. Walter M. Sawyer, *Treasurer*, Lowell, Mass. Percy Parker, *Clerk of Corporation*, Lowell, Mass.

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## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Ames, Dracut, Mass. August Fels, Lowell, Mass. John F. Callahan, Lowell, Mass. Percy Parker, Lowell, Mass. Thomas Nesmith, Lowell, Mass. Frank W. Howe, Lowell, Mass. Walter M. Sawyer, Lowell, Mass.

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JOHN AMES,  
FRANK W. HOWE,  
THOMAS NESMITH,  
AUGUST FELS,  
W. M. SAWYER,  
*Directors.*  
W. M. SAWYER,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 1, 1886. Then personally appeared John Ames, Frank W. Howe, Thomas Nesmith, August Fels, and W. M. Sawyer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

MARTIN L. HAMBLET,  
*Justice of the Peace.*

# REPORT

## OF THE

### LYNN & BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$500,000 00	
Capital stock authorized by votes of company, . . . . .	300,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$300,000 00
Number of stockholders, . . . . .	120	
DEBT.		
Funded debt, as follows: . . . . .		\$325,000 00
Mortgage bonds due May 15, 1900, rate of interest 6 per cent., . . . . .	\$75,000 00	
Bonds due May 15, 1900, rate of interest 5 per cent., . . . . .	100,000 00	
Bonds due May 15, 1900, rate of interest 5 per cent., . . . . .	50,000 00	
Bonds due May 1, 1893, rate of interest 5 per cent., . . . . .	100,000 00	
Unfunded debt, as follows: . . . . .		127,598 76
Notes payable, . . . . .	\$65,000 00	
Sundry bills payable, . . . . .	52,052 61	
Tickets outstanding, . . . . .	10,546 15	
TOTAL GROSS DEBT, . . . . .		\$452,598 76
Amount of cash assets, viz.: . . . . .		28,361 35
Cash, . . . . .	\$7,904 44	
Supplies, . . . . .	10,821 76	
Debit balances, . . . . .	4,635 15	
NET DEBT, . . . . .		\$429,237 41
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$431,972 39	
Other railways purchased for . . . . .	15,409 27	
TOTAL COST OF CONSTRUCTION, . . . . .		\$447,381 66
EQUIPMENT.		
Horses, . . . . .		\$74,800 00
Cars, . . . . .		83,800 00
Other articles of equipment, . . . . .		26,494 79
TOTAL COST OF EQUIPMENT, . . . . .		\$185,094 79

<b>LAND AND BUILDINGS.</b>	
Land and buildings owned by company needed in operating road, . . . . .	\$187,840 69
TOTAL COST OF LAND AND BUILDINGS, . . . . .	187,840 69
 TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	 \$770,317 14
Cash assets, . . . . .	23,361 35
 TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	 \$798,678 49
 <b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks (number of feet, 23,610), . . . . .	\$40,099 81
New horses (number, 114), . . . . .	11,400 00
New cars (number, 25), . . . . .	11,400 00
Other equipment, . . . . .	2,265 40
Land and buildings, . . . . .	24,159 83
 TOTAL ADDITION TO PROPERTY, . . . . .	 \$89,325 04
Property sold or reduced in valuation on the books, viz.: . . . . .	25 00
Old sleigh, . . . . . \$25 00	
 NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .	 \$89,300 04
 <b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$414,322 92
Received from other railways as tolls or rent: . . . . .	858 96
Naumkeag Street Railway Company, . . . . . \$402 51	
Metropolitan Railroad Company, . . . . . 396 51	
Salem & Danvers Street Railway Company, . . . . . 59 94	
Received from sales of manure, . . . . .	2,975 70
 TOTAL INCOME FROM ALL SOURCES, . . . . .	 \$418,157 58
 <b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$28,977 97
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	36,901 51
Repairs of buildings, . . . . .	1,464 08
Renewal of horses, . . . . .	23,581 17
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	10,649 84
Wages and salaries of all other persons employed in operating the road, . . . . .	158,906 41
Provender, . . . . .	60,173 24
Taxes, state and local, . . . . .	6,779 71
Rent and tolls paid other companies for use of their roads, . . . . .	21,911 92
Boston & Chelsea Railroad Company, . . . . . \$9,397 54	
Middlesex Railroad Company, . . . . . 8,463 41	
Winnissimmet Railroad Company, . . . . . 3,902 21	
Metropolitan Railroad Company, . . . . . 148 76	
Insurance, . . . . .	3,280 19
Damages for injuries to persons and property, . . . . .	1,254 55
Office expenses, and all other expenses not included above, . . . . .	18,389 43
 TOTAL EXPENSES OF OPERATING, . . . . .	 \$372,270 02

<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b>	<b>\$45,887 56</b>
Interest accrued during the year, . . . . .	19,586 66
Dividends declared (8 per cent.) for the year, . . . . .	24,000 00
Balance for the year, or surplus, . . . . .	2,850 90
Surplus at commencement of year, . . . . .	\$61,057 29
Deduct: Cost of renewal of stable building, . . . . .	22,328 46
Surplus at commencement of year as changed by aforesaid entries, . . . . .	38,728 83
<b>TOTAL SURPLUS, Sept. 30, 1886,</b>	<b>41,079 73</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars, . . . . .	80
Open cars, . . . . .	95
Horses, . . . . .	748
Harnesses (pairs of), . . . . .	212
Sleighs, . . . . .	9
Other articles of equipment:	
16 snow plows, 17 snow sleds, 8 snow levellers, buggies, wagons, gravel car, watering car, steam engine and boiler, machinery in repair shop, tools for wood, paint and blacksmith's shops and track repairs, horse collars, blankets, surcingles, halters, tip-carts, light harnesses, stable and office furniture, telephone line, etc.	
Largest number of horses owned at any time during the year, . . . . .	758
Smallest number of horses owned at any time during the year, . . . . .	634
Average number of horses owned during the year, . . . . .	704
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$447,881 66
Equipment, . . . . .	185,094 79
Land and buildings, . . . . .	187,840 69
Cash and cash assets, . . . . .	23,861 35
<b>TOTAL ASSETS,</b>	<b>\$793,678 49</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$300,000 00
Funded debt, . . . . .	825,000 00
Unfunded debt, . . . . .	127,598 76
Surplus, . . . . .	41,079 73
<b>TOTAL LIABILITIES,</b>	<b>\$793,678 49</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$372,270 03
Interest, . . . . .	19,586 66
dividends, . . . . .	24,000 00
cost of renewal of stable building, . . . . .	22,328 46
balance carried forward Sept. 30, 1886, . . . . .	41,079 73
	<b>\$479,214 87</b>

	Cr.	
By balance Sept. 30, 1885,		\$61,057 29
total income,		418,157 58
		<hr/> \$479,214 87 <hr/>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	89.4666 miles.
Aggregate length of switches, sidings, etc.,	2.7136 "
Total length of track, measured as single track,	42.1802 "
Total length of track paved,	27.4452 "
Weight of rail per yard, and description of rail: street rail, 35 to 48 pounds per yard; T rail, 28 to 40 pounds per yard.	

Description of the several lines or routes operated by the company:—

West Lynn and Marblehead; West Lynn and Swampscott; Swampscott, Lynn and Boston; Upper Swampscott, East Saugus and Saugus Centre; Upper Swampscott, East Saugus and Cliftondale; Myrtle Street and Central Square; Myrtle Street and Glenmere; Wyoma and Central Square (2 lines); Peabody and Lynn; Central Square and Nahant Beach (in summer); Revere and Boston (2 lines to Revere Beach in summer); Boston and Chelsea, via Broadway; Boston and Chelsea via Washington Avenue (running to Woodlawn Cemetery in summer); Everett and Chelsea (also Everett and Revere Beach in summer).

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	9.927 miles.
Boston and Chelsea Railroad,	4.354 miles.
Middlesex Railroad,	3.198 "
Winnisimmet Railroad,	1.883 "
Metropolitan Railroad,	.265 "
Naumkeag Street Railway,	.227 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	49.393 "

## MILES RUN, ETC.

Total number of miles run during the year,	1,307,047
Total number of passengers carried in the cars,	7,756,115
Total number of round trips for the year,	150,634
Number of persons regularly employed by company,	295
Rates of fare,	from 5 to 15c.



## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	2	-	3
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	4	-	4

## STATEMENT OF EACH ACCIDENT.

*November 24, 1885.* — A man, with box in one hand, attempted to jump on front platform of moving car before it could be stopped; slipped and fell under car, receiving considerable injury to one of his legs.

*February 18, 1886.* — A car left the rails, owing to gravel having washed on to the track, and a man who had been standing on platform was thrown to the ground, bruising his hand and arm.

*March 10.* — By collision of car and lumber team, the driver of team was thrown to the ground and somewhat injured.

*May 20.* — A man who, it is supposed, had fallen or jumped from an outward bound car, as it passed an inward bound car, was taken from under the latter, somewhat bruised; his head cut, etc.

*July 6.* — A man carelessly stepped from moving car, fell and was somewhat injured.

*August 15.* — Collision between car and a carriage which came to a standstill on the track suddenly; carriage overturned and occupants thrown out but not seriously injured.

*September 10.* — A woman, said to have been under the influence of liquor, crossing a public square, stepped from one track to another to let car pass, and suddenly stepped back on first track directly in front of car horses; was knocked down but not seriously injured.

NOTE.—The above comprises the most important of the list of accidents to individuals during the year.

## PROPER ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,  
18 TREMONT ROW, ROOM 2, BOSTON, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Elwin C. Foster, *Superintendent*, Chelsea, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Aza A. Breed, Lynn, Mass. Philip A. Chase, Lynn, Mass. Isaac Stebbins, Chelsea, Mass. William R. Pearmain, Chelsea, Mass. William Sprague, Boston, Mass. John Reed, Boston, Mass. Thomas P. Proctor, Boston, Mass. E. Francis Oliver, Boston, Mass. George W. W. Dove, Andover, Mass.

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AMOS F. BREED,  
PHILIP A. CHASE,  
JOHN REED,  
WM. SPRAGUE,  
AZA A. BREED,  
WM. R. PEARMAN,  
E. FRANCIS OLIVER,

*Directors.*

E. FRANCIS OLIVER,

*Treasurer.*

ELWIN C. FOSTER,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1886. Then personally appeared Amos F. Breed, Philip A. Chase, John Reed, Wm. Sprague, Aza A. Breed, Wm. R. Pearmain, E. Francis Oliver and Elwin C. Foster, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOS. P. PROCTOR,

*Justice of the Peace.*

# REPORT

## OF THE

### MALDEN & MELROSE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Boston Consolidated Street Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$200,000 00	
Capital stock authorized by votes of company, . . . . .	165,500 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$165,500 00
Number of stockholders, . . . . .	51	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$74,719 52
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		74,719 52
<hr/>		
General Balance Sheet Sept. 30, 1886.		
ASSETS.		
Construction, . . . . .		\$74,719 52
Deficit, . . . . .		90,780 48
TOTAL ASSETS, . . . . .		\$165,500 00
LIABILITIES.		
Capital stock, . . . . .		\$165,500 00
TOTAL LIABILITIES, . . . . .		\$165,500 00
<hr/>		
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .		4.573 miles.
Aggregate length of switches, sidings, etc., . . . . .		.475 "
Total length of track, measured as single track, . . . . .		5.048 "

#### PROPER ADDRESS OF THE COMPANY.

**MALDEN & MELROSE RAILROAD COMPANY,**  
(Care Boston Consolidated Street Railway Company,)
   
27 TREMONT ROW, BOSTON, MASS.

#### NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President and Treasurer*, Boston, Mass.    James H. McFarland, *Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, Boston, Mass. James H. McFarland, Boston, Mass.  
Linus M. Child, Boston, Mass. Marcellus Coggan, Malden, Mass. John H.  
Studley, Boston, Mass.

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CHAS. E. POWERS,  
LINUS M. CHILD,  
MARCELLUS COGGAN,  
JOHN H. STUDLEY,

*Directors.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1886. Then personally appeared Charles  
E. Powers, Linus M. Childs, John H. Studley and Marcellus Coggan, and  
severally made oath to the truth of the foregoing statement by them sub-  
scribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,  
*Justice of the Peace.*

# REPORT

## OF THE

### MERRIMACK VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$80,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$50,000 00
Number of stockholders, . . . . .	43	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	\$2,000 00	
Track, including timber, rails, etc., and laying, . . . . .	18,000 00	
<b>TOTAL COST OF CONSTRUCTION,</b> . . . . .		<b>\$20,000 00</b>
EQUIPMENT.		
Horses, . . . . .		\$3,000 00
Cars, . . . . .		4,400 00
Other articles of equipment, . . . . .		600 00
<b>TOTAL COST OF EQUIPMENT,</b> . . . . .		<b>\$8,000 00</b>
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$15,000 00
Buildings owned by company needed in operating road, . . . . .		15,000 00
<b>TOTAL COST OF LAND AND BUILDINGS,</b> . . . . .		<b>\$30,000 00</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS,</b> . . . . .		<b>\$58,000 00</b>
Cash assets, . . . . .		5,009 13
<b>TOTAL PROPERTY AND ASSETS OF COMPANY,</b> . . . . .		<b>\$63,009 13</b>
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company, . . . . .		\$48,986 18
Received from sales of manure, . . . . .		400 00
<b>TOTAL EARNINGS,</b> . . . . .		<b>\$49,386 18</b>
Income from other sources: . . . . .		200 00
Rent of office, . . . . .	\$200 00	
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .		<b>\$49,586 18</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track, . . . . .		\$10,456 24
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .		4,631 39
Renewal of horses, . . . . .		2,520 00

Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	\$1,700 00
Wages and salaries of all other persons employed in operating the road, . . . . .	14,270 71
Provender, . . . . .	7,523 90
Taxes, state and local, . . . . .	945 60
Office expenses, and all other expenses not included above, . . . . .	1,040 53
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$48,088 37</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$6,497 81</b>
Dividends declared (6 per cent.) for the year, . . . . .	3,000 00
Balance for the year, or surplus, . . . . .	3,497 81
Surplus at commencement of year, . . . . .	9,511 32
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>13,009 13</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars, . . . . .	13
Open cars, . . . . .	7
Horses, . . . . .	70
Harnesses (pairs of), . . . . .	16
Sleighs, . . . . .	4
Other articles of equipment: 2 plows, 2 safes, 2 carts, 2 wagons, tools.	
Largest number of horses owned at any time during the year, . . . . .	70
Smallest number of horses owned at any time during the year, . . . . .	63
Average number of horses owned during the year, . . . . .	66
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$20,000 00
Equipment, . . . . .	8,000 00
Land and buildings, . . . . .	30,000 00
Cash and cash assets, . . . . .	5,009 13
<b>TOTAL ASSETS, . . . . .</b>	<b>\$63,009 13</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$50,000 00
Surplus, . . . . .	13,009 13
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$63,009 13</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$48,088 37
dividends, . . . . .	3,000 00
balance carried forward Sept. 30, 1886, . . . . .	13,009 13
	<b>\$59,097 50</b>
<b>CR.</b>	
By balance Sept. 30, 1885, . . . . .	\$9,511 32
total income, . . . . .	49,586 18
	<b>\$59,097 50</b>

# 362 MERRIMACK VALLEY STREET RAILWAY. [Jan.

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	5.8 miles.
Aggregate length of switches, sidings, etc., . . . . .	.9 "
Total length of track, measured as single track, . . . . .	6.7 "
Total length of track paved, . . . . .	2.6 "
Weight of rail per yard, and description of rail: One-half mile of T rail, 30 pounds to the yard; eight-tenths of a mile of street rail, 45 pounds to the yard, and four and one-half miles of street rail, 48 pounds to the yard.	
Description of the several lines or routes operated by the company:	
Extends from Methuen through Lawrence to North Andover, a distance of five miles; also to South Lawrence, a distance of eight-tenths of a mile.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	5.8 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	190,618
Total number of passengers carried in the cars, . . . . .	783,618
Total number of round trips for the year, . . . . .	38,123
Number of persons regularly employed by company, . . . . .	25
Rates of fare: $2\frac{1}{2}$ cents per mile.	

PROPER ADDRESS OF THE COMPANY.  
MERRIMACK VALLEY HORSE RAILROAD COMPANY,  
LAWRENCE, MASS.

NAME AND RESIDENCE OF OFFICERS.  
William A. Russell, *President*, Boston, Mass. A. N. Kimball, *Superintendent*, Lawrence, Mass. James H. Eaton, *Treasurer and Clerk of Corporation*, Lawrence, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.  
William A. Russell, Boston, Mass. A. W. Stearns, Lawrence, Mass. Hezekiah Plummer, Lawrence, Mass. James Walton, Methuen, Mass. John A. Wiley, North Andover, Mass.

WILLIAM A. RUSSELL,  
A. W. STEARNS,  
JOHN A. WILEY,  
H. PLUMMER,  
Directors.  
JAMES H. EATON,  
Treasurer.  
A. N. KIMBALL,  
Superintendent.

## COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 30, 1886. Then personally appeared the above-named A. W. Stearns, John A. Wiley, H. Plummer, James H. Eaton, A. N. Kimball and William A. Russell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. EATON,  
*Justice of the Peace.*



# REPORT

## OF THE

### METROPOLITAN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$2,000,000 00	
Capital stock authorized by votes of company, . . . . .	2,000,000 00	
Capital stock paid (par value of shares, \$50), . . . . .		\$2,000,000 00
Number of stockholders, . . . . .	1,086	
DEBT.		
Funded debt, as follows: . . . . .		\$1,457,442 13
Bonds due 1897, rate of interest 6 per cent., . . . . .	\$500,000 00	
Bonds due 1903, rate of interest 5 per cent., . . . . .	500,000 00	
Note due 1890, \$27,442.12 at 4½ per cent., . . . . .		
Note due 1891, \$180,000.00 at 4 per cent., . . . . .	457,442 12	
Note due 1905, \$250,000.00 at 4 per cent., . . . . .		
Unfunded debt, as follows: . . . . .		125,620 89
Sundry accounts, . . . . .	\$42,425 98	
Taxes, 1886-87, . . . . .	33,395 17	
Interest account, . . . . .	18,694 03	
Outstanding tickets, . . . . .	31,105 71	
TOTAL GROSS DEBT, . . . . .		\$1,583,063 01
Amount of cash assets, viz.: . . . . .		261,258 74
Cash, . . . . .	\$90,021 85	
Supplies, . . . . .	48,954 22	
Certificate of deposit, . . . . .	100,000 00	
Debit balances, . . . . .	37,283 67	
NET DEBT, . . . . .		\$1,321,804 27
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .		
Track, including timber, rails, etc., and laying, . . . . .		
and interest during construction, commissions, discounts, etc., . . . . .	\$1,222,972 20	
Engineering, agencies, salaries, and other expenses during construction, . . . . .		
Other railways (original cost, unknown) purchased for . . . . .	420,558 65	
TOTAL COST OF CONSTRUCTION, . . . . .		\$1,643,530 85
EQUIPMENT.		
Horses, . . . . .		\$419,040 00
Cars, . . . . .		426,191 50
Other articles of equipment, . . . . .		115,885 25
TOTAL COST OF EQUIPMENT, . . . . .		\$961,116 75

<b>LAND AND BUILDINGS.</b>		
Land and buildings owned by company needed in operating road, . . . . .		\$1,189,809 01
<b>OTHER PROPERTY.</b>		
Land on Huntington Avenue, estimated at . . . . .	\$175,000 00	
Land and buildings on Washington, Guild and Bartlett Streets, . . . . .	100,000 00	
Land and buildings on Dunlow Street, Roxbury District, . . . . .	20,000 00	
Land on Camden Street and Huntington Ave., . . . . .	55,000 00	
		<b>\$350,000 00</b>
<b>TOTAL AMOUNT OF INVESTMENTS, . . . . .</b>		<b>\$4,094,456 81</b>
Cash assets, . . . . .		261,258 74
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .</b>		<b>\$4,355,715 85</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>		
Extension of tracks (number of feet, 10,169.28), . . . . .		\$23,970 79
New horses (number, 41), . . . . .		6,150 00
Other equipment, . . . . .		2,059 88
Land and buildings, . . . . .		300,000 00
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>		<b>\$332,180 67</b>
Property sold or reduced in valuation on the books, viz.: . . . . .		151,145 04
Reduction on real estate, . . . . .	\$125,000 00	
Reduction on cars, . . . . .	25,000 00	
Rents of buildings, etc., . . . . .	1,145 04	
<b>NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .</b>		<b>\$181,035 63</b>
<b>REVENUE FOR THE YEAR.</b>		
Received from passengers on railways operated by this company, . . . . .		\$1,945,195 67
Received from other railways as tolls or rent: . . . . .		88,484 30
Highland Street Railway Company, . . . . .	\$16,495 49	
South Boston Railroad Company, . . . . .	11,100 43	
Middlesex Railroad Company, . . . . .	6,646 89	
Cambridge Railroad Company, . . . . .	2,932 44	
Charles River Street Railway Company, . . . . .	1,160 79	
Lynn & Boston Railroad Company, . . . . .	148 76	
Received from sales of manure, . . . . .		10,945 90
<b>TOTAL EARNINGS, . . . . .</b>		<b>\$1,994,625 87</b>
Income from other sources: . . . . .		8,908 32
Rents, advertising in cars, etc., . . . . .	\$8,900 32	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>		<b>\$2,003,534 19</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>		
Repairs of road-bed and track, . . . . .		\$66,882 35
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .		175,016 00
Repairs of buildings, . . . . .		87,470 37
Renewal of horses, . . . . .		56,398 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .		29,399 98
Wages and salaries of all other persons employed in operating the road, . . . . .		851,463 43
Provender, . . . . .		289,353 96
Taxes, state and local, . . . . .		34,536 13

Rent and tolls paid other companies for use of their roads: .	\$7,259 48
Highland Street Railway Company, . . .	\$1,586 59
South Boston Railroad Company, . . .	2,090 40
Middlesex Railroad Company, . . .	1,848 53
Cambridge Railroad Company, . . .	1,837 45
Lynn & Boston Railroad Company, . . .	896 51
Insurance, . . .	12,331 89
Damages for injuries to persons and property, . . .	28,637 44
Office expenses, and all other expenses not included above, .	64,123 79

**TOTAL EXPENSES OF OPERATING, . . . . .** **\$1,652,377 83**

**NET INCOME, DIVIDENDS, ETC.**

<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .</b>	<b>\$351,156 37</b>
Interest accrued during the year, . . . . .	82,395 73
Dividends declared (8 per cent.*) for the year, . . . . .	120,000 00
Balance for the year, or surplus, . . . . .	148,760 64
Surplus at commencement of year, . . . . .	\$783,891 70
Deduct:	
Depreciation of buildings, . . . \$100,000 00 }	110,000 00
Depreciation of cars, . . . . . 10,000 00 }	
Surplus at commencement of year as changed by aforesaid entries, . . . . .	623,891 70
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>772,652 34</b>

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	385
Open cars, . . . . .	302
Horses, . . . . .	3,543
Harnesses (pairs of), . . . . .	904
Harnesses (single), . . . . .	110
Omnibuses, . . . . .	1
Sleighs, . . . . .	16

**Other articles of equipment:—**

12 light sleighs and pungs, 98 snow sleds, 36 snow plows, 10 levellers, 17 heavy wagons, 18 light carriages, 11 tip-carts, 3,669 collars, 4 sweepers, 1 ambulance, 2 meal sleds, 599 alarm registers, engine, tools, etc., repair shop, machinery in machine shop and blacksmiths' shops, tools in paving department, grist mill, horse-powers, hay cutters, car mats, horse furniture in stables, blankets, halters, telephone line, office furniture.

Largest number of horses owned at any time during the year, . . . . .	3,609
Smallest number of horses owned at any time during the year, . . . . .	3,451
Average number of horses owned during the year, . . . . .	3,530

**General Balance Sheet Sept. 30, 1886.**

<b>ASSETS.</b>	
Construction, . . . . .	\$1,643,530 85
Equipment, . . . . .	961,116 75
Land and buildings, . . . . .	1,139,809 01
Other property, . . . . .	350,000 00
Cash and cash assets, . . . . .	261,258 74
<b>TOTAL ASSETS, . . . . .</b>	<b>\$4,355,715 35</b>

\* On \$1,500,000 of capital stock.

LIABILITIES:	
Capital stock, . . . . .	\$2,000,000 00
Funded debt, . . . . .	1,457,442 12
Unfunded debt, . . . . .	125,620 89
Surplus, . . . . .	772,652 34
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$4,355,715 35</b>

**Copy of Profit and Loss Account for the Year ending  
Sept. 30, 1886.**

DR.		
To expenses, . . . . .		\$1,652,377 82
interest, . . . . .		82,395 73
dividends, . . . . .		120,000 00
balance carried forward Sept. 30, 1886, . . . . .		772,652 34
		<b>\$2,627,425 89</b>
CR.		
By balance Sept. 30, 1885, . . . . .	\$783,891 70	
Less, . . . . .	110,000 00	
		\$623,891 70
By total income, . . . . .		2,003,534 19
		<b>\$2,627,425 89</b>

**DESCRIPTION OF RAILWAY.**

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	79.847 miles.
Aggregate length of switches, sidings, etc., . . . . .	7.272 "
Total length of track, measured as single track, . . . . .	87.119 "
Total length of track paved, . . . . .	88.302 "
Weight of rail per yard, and description of rail (T rail and street rail, 30 to 55 pounds).	

Description of the several lines or routes operated by the company:—

West Roxbury, Brookline, Brookline via Huntington Avenue, Longwood Avenue, Dorchester, Forest Hills, Egleston Square, Egleston Square and Forest Hills, Meeting-House Hill, Upham's Corner, Warren Street and Depots via Court Street, Warren Street and Depots via Congress Street, Norfolk House, Egleston Square and Franklin Park, Norfolk House and Depots, Centre Street Transfer, West End via Washington Street, West End via Tremont Street, Chelsea Ferry, Dartmouth Street and Depots, Dartmouth Street, Chelsea Ferry via Congress Street, Chelsea Ferry and Egleston Square, East Boston Ferry via Congress Street, East Boston Ferry and Winthrop Junction, Huntington Avenue and Tremont House, Chelsea and East Boston Ferry, Lexington Street, East Boston, Tremont Street, Tremont Street and East Boston Ferry, Tremont Street and Depots, Lenox Street and Depots, Beacon Street, Beacon Street Transfer, Belt Line, Atlantic Avenue and Bartlett Street, Atlantic Avenue and Tremont Street, Milton and Park Street, Ashmont Street and Park Street, Dorchester Avenue, Field's Corner, Night Car on Washington Street, Night Car on Tremont Street, Atlantic Avenue Transfer Car.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:	5.585 miles.
Highland Street Railway Company, . . . 1.688 miles.	
South Boston Railroad Company, . . . 1.548 "	
Middlesex Railroad Company, . . . .616 "	
Cambridge Railroad Company, . . . .1.016 "	
Lynn & Boston Railroad Company, . . . .722 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	85.482 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . .	6,991,048
Total number of passengers carried in the cars, . . .	39,582,061
Total number of round trips for the year, . . . .	1,060,062
Number of persons regularly employed by company, . .	1,718
Rate of fare, . . . . .	5 cents.
(This company also receives and sells all transfer checks established by law.)	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	6	-	12	-	18
Employees, . . . . .	-	2	-	-	-	2
Others, . . . . .	-	3	4	5	4	8

## STATEMENT OF EACH ACCIDENT.

October 5, 1885. — Man thrown from team by collision with car.

October 10. — Man standing on lower step of crowded car knocked off by a passing team.

October 10. — Woman, partially deaf and blind, having crossed one track stepped back suddenly on same track, directly in front of a passing car, and was run over and killed.

October 26. — Woman claims that she fell against rear dasher of a car by sudden starting of the car.

November 4. — Conductor jammed his foot by collision of car with team.

November 18. — Boy, stealing a ride upon rear platform, as conductor approached him jumped off and fell in front of a car passing on the other track and died four days after.

December 15. — Woman got off open car while in motion, fell and was injured.

December 24. — Man claims to have been knocked down by a car while getting on the car of another company.

January 9, 1886. — Laborer thrown from a snow leveller and injured his arm.

*January 24.* — Woman fell while getting off a car, and claimed it was caused by the sudden starting of the car.

*February 11.* — Man thrown from a wagon by collision with a car.

*March 5.* — Woman injured by falling in front of horses.

*March 6.* — Boy running by the side of a car, tripped and fell under the wheels and died in consequence.

*April 5.* — Man stepped in front of horses, was knocked down and fatally injured.

*April 19.* — Man fell while leaving a car in motion.

*April 24.* — Man standing on rear platform struck by the pole of a car of another company.

*May 18.* — Man standing upon the running-board of an open car struck by passing car.

*May 29.* — Woman fell while leaving car, and claims it was caused by a defect in the car.

*May 31.* — Boy, three years old, stepped suddenly in front of a car and was run over.

*June 10.* — Old gentleman, near-sighted and partially deaf, suddenly stepped in front of a car going round a curve, was knocked down and jammed by the wheel.

*June 13.* — Woman tripped and fell forward while getting on a car.

*June 20.* — Woman fell after alighting from a car, and claims it was caused by the starting of the car.

*July 6.* — Man, slightly intoxicated, fell while attempting to get on a car in motion.

*July 21.* — Boy, three years old, stepped suddenly in front of horses and went under the wheels of a car.

*August 3.* — Woman fell while getting on a car.

*August 5.* — Man fell while attempting to get on a car in rapid motion.

*August 28.* — Woman fell while leaving car, and claims it was caused by the starting of the car.

*August 30.* — Man knocked down by horses.

*September 6.* — Man jammed between two cars.

*September 10.* — Boy, partially blind, fell into repair-pit in car-house.

*September 18.* — Man jammed between two cars.

*September 25.* — Woman thrown against dasher of car while getting on car.

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PROPER ADDRESS OF THE COMPANY.

METROPOLITAN RAILROAD COMPANY,

No. 16 KILBY STREET, BOSTON, MASS.

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NAME AND RESIDENCE OF OFFICERS.

Calvin A. Richards, *President*, Boston, Mass. Charles Boardman, *Treasurer*, Boston, Mass. William P. Harvey, *Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Calvin A. Richards, Boston, Mass. William Hendry, Boston, Mass. Dexter N. Richards, Brookline, Mass. William A. Rust, Boston, Mass. Stephen R. Niles, Boston, Mass. Thomas Dana, Boston, Mass. Augustus P. Martin, Boston, Mass. Liberty Bigelow, Melrose, Mass. Edward O. Shepard, Boston, Mass.

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CALVIN A. RICHARDS,  
WILLIAM HENDRY,  
DEXTER N. RICHARDS,  
WILLIAM A. RUST,  
S. R. NILES,  
THOMAS DANA,  
AUGUSTUS P. MARTIN,  
EDWARD O. SHEPARD,

*Directors.*

CHARLES BOARDMAN,

*Treasurer.*

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SUFFOLK, ss. BOSTON, Nov. 2, 1886. Then personally appeared Calvin A. Richards, William Hendry, Dexter N. Richards, William A. Rust, S. R. Niles, Thomas Dana, Augustus P. Martin, Edward O. Shepard and Charles Boardman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CONSTANT Q. RING,

*Justice of the Peace.*

# REPORT OF THE MIDDLESEX RAILROAD COMPANY,

FOR PART OF YEAR ENDING AUGUST 30, 1886, — TEN MONTHS AND  
TWENTY DAYS.

[All the property of this company was transferred to the "Boston Consolidated Street Railway Company" on August 31, 1886, in accordance with chapter 229 of the Laws of 1886. For the balance of the year, see returns of Boston Consolidated Street Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$1,000,000 00	
Capital stock authorized by votes of company, . . . . .	850,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$850,000 00
Number of stockholders, . . . . .	486	
DEBT.		
Funded debt, as follows: . . . . .		\$400,000 00
Bonds due 1897, rate of interest 6 per cent., . . . . .	\$200,000 00	
Bonds due 1904, rate of interest 5 per cent., . . . . .	200,000 00	
Unfunded debt, as follows: . . . . .		286,718 44
Unredeemed tickets, . . . . .	\$1,696 30	
Notes payable, . . . . .	226,657 14	
Coupons and sundry accounts, . . . . .	8,360 00	
TOTAL GROSS DEBT, . . . . .		\$686,718 44
Amount of cash assets, viz.: . . . . .		319,995 30
Cash, . . . . .	\$34,098 65	
Supplies, . . . . .	44,156 14	
Debit balances,* . . . . .	241,740 51	
NET DEBT, . . . . .		\$316,718 14
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .		\$583,572 86
Track, including timber, rails, etc., and laying, . . . . .		
Interest during construction, commissions, discounts, etc., . . . . .		
Engineering, agencies, salaries and other expenses during construction, . . . . .		
Other railways: —		
Cliftondale (original cost, \$62,000), purchased for . . . . .	13,158 19	
Medford & Charlestown, . . . . .	21,814 74	
TOTAL COST OF CONSTRUCTION, . . . . .		\$618,545 29

\* Sundry accounts and sums expended in redeeming bonds and constructing tracks of other roads.



EQUIPMENT.		
Horses, . . . . .		\$101,237 00
Cars, . . . . .		144,235 67
Other articles of equipment, . . . . .		19,576 71
<b>TOTAL COST OF EQUIPMENT, . . . . .</b>		<b>\$265,049 38</b>
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$137,572 85
Buildings owned by company needed in operating road, . . . . .		142,501 83
<b>TOTAL COST OF LAND AND BUILDINGS, . . . . .</b>		<b>\$280,074 68</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .</b>		<b>\$1,163,669 35</b>
Cash assets, . . . . .		319,995 30
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .</b>		<b>\$1,483,664 65</b>
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING PART OF THE YEAR.		
Extension of tracks (3,768 feet street and rail paved), . . . . .		\$10,474 85
New horses (number, 77), . . . . .		11,165 00
Other equipment (office furniture), . . . . .		127 50
Land and buildings, . . . . .		2,375 06
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>		<b>\$24,142 35</b>
Property sold or reduced in valuation on the books, viz.: . . . . .		875 00
2 cars, . . . . .	\$375 00	
<b>NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .</b>		<b>\$23,767 35</b>
REVENUE FOR A PART OF THE YEAR,—TEN MONTHS AND TWENTY DAYS.		
Received from passengers on railways operated by this company, . . . . .	\$368,526 39	
Less tickets and checks presented by other corporations, and unredeemed tickets in part, . . . . .	17,971 35	
		\$350,555 04
Received from other railways as tolls or rent: . . . . .		10,181 43
Lynn & Boston, . . . . .	\$7,418 83	
Metropolitan, . . . . .	1,355 53	
Highland, . . . . .	613 40	
South Boston, . . . . .	198 71	
Cambridge, . . . . .	544 96	
Received from sales of manure, . . . . .		2,701 18
<b>TOTAL EARNINGS, . . . . .</b>		<b>\$363,387 65</b>
Income from other sources: . . . . .		
Advertising in cars, . . . . .		503 07
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>		<b>\$363,890 72</b>
EXPENSES OF OPERATING THE RAILWAY FOR A PART OF THE YEAR,—TEN MONTHS AND TWENTY DAYS.		
Repairs of road-bed and track, . . . . .		\$15,395 01
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .		28,752 70
Repairs of buildings, . . . . .		2,194 86
Renewal of horses, . . . . .		17,178 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .		16,756 20

Wages and salaries of all other persons employed in operating the road, . . . . .	\$119,286 90
Provender, . . . . .	61,666 34
Taxes, state and local, . . . . .	13,587 15
Rent and tolls paid other companies for use of their roads, . .	5,443 59
Metropolitan, . . . . .	\$3,824 38
South Boston, . . . . .	464 83
Cambridge (on account Somerville), . . . . .	1,154 38
Insurance, . . . . .	3,779 35
Damages for injuries to persons and property, . . . . .	6,579 69
Office expenses, and all other expenses not included above, . .	18,409 68

TOTAL EXPENSES OF OPERATING, . . . . . \$309,029 47

NET INCOME, DIVIDENDS, ETC., FOR TEN MONTHS AND TWENTY DAYS.

TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$54,861 25
Interest accrued during the year, . . . . .	34,332 87
Dividends declared (7½ per cent.*) for the year, . . . . .	50,000 00
Deficit for 10 months and 20 days, . . . . .	29,471 62
Surplus at commencement of year, . . . . .	\$26,421 45
Add: Balance of sundry account, . . . . .	1 38
Surplus at commencement of year as changed by aforesaid entries, . . . . .	26,422 83
TOTAL DEFICIT AUG. 20, 1886, . . . . .	3,048 79

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.

Box-cars, . . . . .	82
Open cars, . . . . .	68
Horses, . . . . .	716
Harnesses (pairs of), . . . . .	180
Sleighs (1 single, 2 open, 3 covered), 1 pung, 11 snow sleds, .	18
Other articles of equipment:—	

11 plows, 2 scrapers, 4 levellers, 3 box-car bodies, 4 single wagons, 4 tip carts, 1 jigger, 3 horse powers, 3 hand powers, 716 collars, 700 halters, 500 blankets, 500 surcingles, 80 lead bars, 90 eveners, 75 car poles, 20 single bars, 8 wheelbarrows, 120 brushes and combs, 400 bundles brown stuff, 50 pails, mats for 84 cars, stable tools, office furniture, etc.

Largest number of horses owned at any time during the year, . .	721
Smallest number of horses owned at any time during the year, . .	640
Average number of horses owned during the year, . . . . .	689

General Balance Sheet Aug. 20, 1886.

ASSETS.

Construction, . . . . .	\$618,545 2
Equipment, . . . . .	265,049 3
Land and buildings, . . . . .	280,074 6
Cash and cash assets, . . . . .	319,995 3
Deficit for year, . . . . .	3,048 7
TOTAL ASSETS, . . . . .	\$1,486,713 44

\* 7 per cent., Oct. 1, . . . . . \$14,000 00

6 per cent., Jan., April and July, . . . . . 36,000 00

\$50,000 00

LIABILITIES.	
Capital stock, . . . . .	\$850,000 00
Funded debt, . . . . .	400,000 00
Unfunded debt, . . . . .	236,713 44
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$1,486,713 44</b>
<b>Copy of Profit and Loss Account for part of Year ending Aug. 20, 1886, — Ten Months and Twenty Days.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$309,029 47
Interest, . . . . .	34,382 87
dividends, . . . . .	50,000 00
	<b>\$393,362 34</b>
<b>CR.</b>	
By balance Sept. 30, 1885, . . . . .	\$26,421 45
total income, . . . . .	363,890 72
balance sundry accounts, . . . . .	1 38
balance carried forward Aug. 20, 1886, . . . . .	8,048 79
	<b>\$398,362 34</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	19.136 miles.
Aggregate length of switches, sidings, etc., . . . . .	2.281 "
Total length of track, measured as single track, . . . . .	21.417 "
Weight of rail per yard, and description of rail: street rail, 50 to 60 pounds; T rail, 35 pounds.	
Description of the several lines or routes operated by the company:—	
East Somerville and Depots; East Somerville and Temple Place; Bunker Hill and Temple Place; Dock Square and Charlestown Neck; Charlestown Neck and Boylston Street; Winter Hill and Scollay Square; Malden and Medford, Circuit Line; Woodlawn Line; Ferry Street, Everett Line.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars, with the description of same,</i> . . . . .	7.460 "
Malden and Melrose, . . . . .	8.832 miles.
Somerville, . . . . .	.814 "
Metropolitan, . . . . .	1.871 "
South Boston, . . . . .	.562 "
Boston and Chelsea, . . . . .	.881 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	26.596 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during 10 months and 20 days, . . . . .	1,056,927
Total number of passengers carried in the cars, . . . . .	7,124,066
Total number of round trips for 10 months and 20 days, . . . . .	153,720
Number of persons regularly employed by company, . . . . .	325

PROPER ADDRESS OF THE COMPANY.  
MIDDLESEX RAILROAD COMPANY,  
No. 27 TREMONT ROW, BOSTON, MASS.

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NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President*, Boston, Mass. John H. Studley, *Superintendent*, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, Boston, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, John Goldthwait, Nelson Bartlett, R. B. Brigham, Nahum Chapin, Geo. W. Berry, Geo. O. Carpenter, Wm. H. Kent, Caleb Rand, all of Boston, Mass.

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CHAS. E. POWERS,  
WILLIAM H. KENT,  
GEO. W. BERRY,  
JOHN GOLDTHWAIT,  
NAHUM CHAPIN,  
GEORGE O. CARPENTER,  
ROBERT B. BRIGHAM,  
NELSON BARTLETT,  
CALEB RAND,

*Directors.*

JOHN H. STUDLEY, JR.,

*Treasurer.*

JOHN H. STUDLEY,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 18, 1886. Then personally appeared Charles E. Powers, William H. Kent, Geo. W. Berry, John Goldthwait, Nahum Chapin, Geo. O. Carpenter, Robert B. Brigham, Nelson Bartlett, Caleb Rand, John H. Studley, Jr., and John H. Studley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,

*Justice of the Peace.*

# REPORT

## OF THE

### NAUMKEAG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	250,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$150,000 00
Number of stockholders, . . . . .	49	
DEBT.		
Funded debt, as follows: . . . . .		\$300,800 00
Mortgage bonds due 1906, rate of interest 5 per cent., . . . . .	\$250,000 00	
Mortgage bonds due 1885, rate of interest 6 per cent., . . . . .	800 00	
Mortgage bonds due 1895, rate of interest 6 per cent., . . . . .	50,000 00	
Unfunded debt, as follows: . . . . .		17,657 81
Coupons unpaid, . . . . .	\$585 00	
Tickets outstanding, . . . . .	7 51	
Debit balances, . . . . .	17,065 30	
TOTAL GROSS DEBT, . . . . .		\$318,457 81
Amount of cash assets, viz.: . . . . .		87,332 95
Cash, . . . . .	\$10,411 99	
Supplies, . . . . .	2,753 41	
Sinking fund, . . . . .	50,500 00	
Debit balances, . . . . .	23,667 55	
NET DEBT, . . . . .		\$231,124 86
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$86,633 09	
Other railways (original cost, \$208,853.36), purchased for . . . . .	160,754 08	
TOTAL COST OF CONSTRUCTION, . . . . .		\$247,387 17
EQUIPMENT.		
Horses, . . . . .		\$37,800 00
Cars, . . . . .		59,020 00
Other articles of equipment, . . . . .		18,857 34
TOTAL COST OF EQUIPMENT, . . . . .		\$115,677 34

<b>LAND AND BUILDINGS.</b>	
Land owned by company needed in operating road, . . .	\$12,080 07
Buildings owned by company needed in operating road, . . .	40,017 48
<b>TOTAL COST OF LAND AND BUILDINGS, . . .</b>	<b>\$52,097 53</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .</b>	
Cash assets, . . . . .	\$415,162 06
	87,332 95
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . .</b>	<b>\$502,495 01</b>
Amount of sinking fund in hands of trustees, \$50,500 00	
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks (number of feet, 43,570), . . . . .	\$44,963 95
New horses (number, 110,) . . . . .	16,500 00
New cars (number, 20), . . . . .	16,500 00
Other equipment, . . . . .	4,128 51
Land and buildings, . . . . .	33,401 29
Salem Street Railway purchased, . . . . .	75,000 00
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$190,493 75</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$134,763 74
Received from other railways as tolls or rent: . . . . .	1,343 94
Salem and Danvers Street Railway Company. . . . .	
Received from sales of manure, . . . . .	1,583 46
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$137,691 14</b>
Income from other sources: . . . . .	6,222 15
Premium on bonds sold, . . . . . \$6,000 00	
Advertising in cars, . . . . . 222 15	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$143,913 29</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$3,673 68
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	9,300 66
Repairs of buildings, . . . . .	621 42
Renewal of horses. . . . .	7,123 33
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	5,458 15
Wages and salaries of all other persons employed in operating the road, . . . . .	48,621 22
Provender, . . . . .	22,237 58
Taxes, state and local, . . . . .	2,382 20
Rent and tolls paid other companies for use of their roads: . . . . .	469 18
Lynn & Boston Railroad Company, . . . . . \$402 51	
Salem Street Railway, . . . . . 66 67	
Insurance, . . . . .	1,449 34
Damages for injuries to persons and property, . . . . .	526 25
Office expenses, and all other expenses not included above, . . . . .	7,881 24
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$109,744 25</b>

<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b>	<b>\$34,169 04</b>
Interest accrued during the year, . . . . .	6,640 20
Dividends declared (22 per cent.) for the year, on \$70,000.00, . . . . .	15,400 00
Balance for the year, or surplus, . . . . .	12,128 84
Surplus at commencement of year, . . . . .	21,908 36
<b>TOTAL SURPLUS, SEPT. 30, 1886,</b>	<b>34,037 20</b>
Paid to sinking funds in hands of trustees, . . . . .	\$36,500 00
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars, . . . . .	46
Open cars, . . . . .	35
Horses, . . . . .	273
Harnesses (pairs of), . . . . .	100
Omnibuses, . . . . .	5
Sleighs, . . . . .	16
Other articles of equipment: . . . . .	34
2 carryalls, 1 Concord wagon, 2 express wagons, 4 tip-carts, . . . . .	
2 buggies, 2 sleighs, 6 pungs, 2 bogies, 6 wheelbarrows, . . . . .	
1 snow leveller, 5 snow plows, 1 sweeper, tools, clocks . . . . .	
and miscellaneous articles.	
Largest number of horses owned at any time during the year, . . . . .	300
Smallest number of horses owned at any time during the year, . . . . .	160
Average number of horses owned during the year, . . . . .	230
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$247,387 17
Equipment, . . . . .	115,677 34
Land and buildings, . . . . .	52,097 55
Cash and cash assets, . . . . .	87,332 95
<b>TOTAL ASSETS,</b>	<b>\$502,495 01</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$150,000 00
Funded debt, . . . . .	300,800 00
Unfunded debt, . . . . .	17,657 81
Surplus, . . . . .	34,037 20
<b>TOTAL LIABILITIES,</b>	<b>\$502,495 01</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$109,744 25
interest, . . . . .	6,640 20
dividends, . . . . .	15,400 00
balance carried forward Sept. 30, 1886, . . . . .	34,037 20
	<b>\$165,821 65</b>
<b>CR.</b>	
By balance Sept. 30, 1885, . . . . .	\$21,908 36
total income, . . . . .	143,913 29
	<b>\$165,821 65</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	21.819 miles.
Aggregate length of switches, sidings, etc., . . . . .	3.059 "
Total length of track, measured as single track, . . . . .	24.878 "
Total length of track paved, . . . . .	21.000 "
Weight of rail per yard, and description of rail: 45, 35 and 50 pounds; T rail and street rail.	
Description of the several lines or routes operated by the company:—	

Main line from corner of Endicott and Lowell Streets in Peabody, through Peabody and Salem; through Cabot and Rantoul Streets in Beverly to upper junction of Cabot and Rantoul Streets, with double track from corner of Washington and Main Streets in Peabody to a point on Boston Street, Salem, nearly opposite Hanson Street, and from Fowler Street to North Street in Salem, with six turnouts in Salem and six turnouts in Beverly, with branches as follows: Beginning at the upper junction of Cabot and Rantoul Streets in Beverly, through North Beverly and Wenham to a point in Hamilton called the Asbury Grove Camp Ground, with six turnouts; and from the junction of Cabot and Knowlton Streets in Beverly to a point in Beverly called Chapman's Corner in said Beverly, with branch from Tremont Street, Salem, to the junction of the Lynn & Marblehead Roads; and from the terminus of the Lynn & Boston Railroad Company's track in Marblehead on Pleasant Street to Front Street in Marblehead, with seven turnouts, and 1.597 miles from Pleasant Street, Salem, to the Willows on Salem Neck, with seven turnouts.

Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	21.819 "
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## MILES RUN, ETC.

Total number of miles run during the year, . . . . .	341,665
Total number of passengers carried in the cars, . . . . .	2,669,101
Total number of round trips for the year, . . . . .	67,551
Number of persons regularly employed by company, . . . . .	75
Rates of fare: 7, 6½, 5, 4½, 4 and 3 cents.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	9	-	9
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	1	-	1	-

## STATEMENT OF EACH ACCIDENT.

November 26, 1885. — Two cars collided by reason of slippery rail, the pole of the rear car struck a man in the mouth, injuring him slightly.

December 4. — A man standing on the rear steps of a car was thrown off while the car was rounding a curve.



*January 23, 1886.* — A man in attempting to pass from one car to another fell under the car and had his toes jammed.

*March 6.* — A man was thrown from the rear end of a car and slightly injured.

*March 31.* — Two horses attached to a car broke the eveners and ran away; one was killed the other was badly injured.

*May 8.* — A man fell from a car and was slightly injured.

*June 20.* — A lady left the car without notifying the conductor, and was thrown to the ground.

*July 5.* — An intoxicated man fell from a car and injured his head.

*August 3.* — A lady left a car while in motion and was thrown to the ground.

*September 6.* — A lady jumped from a car while in motion; no injury reported.

PROPER ADDRESS OF THE COMPANY.

NAUMKEAG STREET RAILWAY COMPANY,  
233 ESSEX STREET, SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles Odell, *President*, Salem, Mass. Willard B. Ferguson, *Superintendent*, Salem, Mass. Henry Wheatland, *Treasurer*, Salem, Mass. Joseph F. Hickey, *Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles Odell, Salem, Mass. William Mack, Salem, Mass. Henry Wheatland, Salem, Mass. Nathan Nichols, Salem, Mass. John M. Anderson, Salem, Mass. Charles C. G. Thornton, Boston, Mass. Rufus H. Brown, Peabody, Mass.

CHARLES ODELL,  
WILLIAM MACK,  
HENRY WHEATLAND,  
NATHAN NICHOLS,  
JOHN M. ANDERSON,  
RUFUS H. BROWN,

*Directors.*

HENRY WHEATLAND,

*Treasurer.*

WILLARD B. FERGUSON,

*Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. SALEM, NOV. 1, 1886. Then personally appeared Charles Odell, William Mack, Henry Wheatland, John M. Anderson, Rufus H. Brown and Willard B. Ferguson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Nathan Nichols personally appeared and affirmed to the truth of the foregoing statement.

CHARLES H. ODELL,  
*Justice of the Peace.*

## REPORT

OF THE

## NATICK AND COCHITUATE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .		\$25,000 00
Capital stock authorized by votes of company, . . . . .		25,000 00
Capital stock paid (par value of shares, \$100), . . . . .		25,000 00
Number of stockholders, . . . . .		61
DEBT.		
Unfunded debt, as follows:—		
Notes payable, . . . . .	\$5,000 00	
Accounts payable, . . . . .	213 48	
TOTAL GROSS DEBT, . . . . .		\$5,213 48
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$20,875 00	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	675 00	
TOTAL COST OF CONSTRUCTION, . . . . .		\$21,550 00
EQUIPMENT.		
Horses, . . . . .	\$2,123 00	
Cars, . . . . .	4,915 00	
Other articles of equipment, . . . . .	1,238 00	
TOTAL COST OF EQUIPMENT, . . . . .		\$8,276 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .	\$1,000 00	
Buildings owned by company needed in operating road, . . . . .	3,500 00	
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$4,500 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$34,326 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 5), . . . . .	\$323 00	
New cars (number, 2), . . . . .	915 00	
Other equipment, . . . . .	258 00	
Land and buildings, . . . . .	1,000 00	
TOTAL ADDITION TO PROPERTY, . . . . .	\$2,496 00	
Property sold or reduced in valuation on the books, viz.: . . . . .	170 00	
Coaches and harnesses, . . . . .	\$170 00	
NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .		\$2,326 00

# 382 NATICK AND COCHITUATE ST. RAILWAY. [Jan.

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$12,180 76
Received from mails and express, . . . . .	438 67
Received from sales of manure, . . . . .	150 00
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$12,769 43</b>
Income from other sources: . . . . .	247 40
• Advertising, . . . . . \$100 00	
Use of coaches, . . . . . 147 40	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$13,016 83</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	\$1,210 25
Renewal of horses, . . . . .	745 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	900 00
Wages and salaries of all other persons employed in operating the road, . . . . .	8,271 79
Provender, . . . . .	2,192 70
Taxes, state and local, . . . . .	50 68
Insurance, . . . . .	108 85
Office expenses, and all other expenses not included above, . . . . .	470 39
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$8,949 66</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$4,067 17</b>
Interest accrued during the year, . . . . .	333 33
Balance for the year, or surplus, . . . . .	*3,733 84
Surplus at commencement of year, . . . . .	378 68
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>4,112 53</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	4
Open cars, . . . . .	3
Horses, . . . . .	17
Harnesses (pairs of), . . . . .	5
Omnibuses, . . . . .	4
Sleighs, . . . . .	2
Other articles of equipment:	
1 furniture wagon, 2 sets of sleigh runners, . . . . .	
Largest number of horses owned at any time during the year, . . . . .	17
Smallest number of horses owned at any time during the year, . . . . .	12
Average number of horses owned during the year, . . . . .	16
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$21,550 00
Equipment, . . . . .	8,276 00
Land and buildings, . . . . .	4,500 00
<b>TOTAL ASSETS, . . . . .</b>	<b>\$34,326 00</b>

\* No State tax paid during year; amount of same, \$317.11.

LIABILITIES.	
Capital stock, . . . . .	\$25,000 00
Unfunded debt, . . . . .	5,213 48
Surplus, . . . . .	4,112 52
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$34,326 00</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>Dr.</b>	
To expenses, . . . . .	\$8,949 66
Interest, . . . . .	338 38
balance carried forward Sept. 30, 1886, . . . . .	4,112 52
	<b>\$13,395 51</b>
<b>Cr.</b>	
By balance Sept. 30, 1886, . . . . .	\$378 68
total income, . . . . .	13,016 83
	<b>\$13,395 51</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3.00 miles.
Aggregate length of switches, sidings, etc., . . . . .	.20 "
Total length of track, measured as single track, . . . . .	3.20 "
Total length of track paved, . . . . .	1.8893 "
Weight of rail per yard, and description of rail (flat and T rail, 35 pounds per yard).	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.00 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	17,541
Total number of passengers carried in the cars, . . . . .	193,577
Total number of round trips for the year, . . . . .	5,847
Number of persons regularly employed by company, . . . . .	7
Rates of fare: Cash, 3, 5 and 10 cents; package, 4½ and 6½ cents.	

## PROPER ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,  
NATICK, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Harrison Harwood, *President*, Natick, Mass. George F. Keep, *Superintendent*, Cochituate, Mass. Wm. H. Bent, *Treasurer*, Cochituate, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harrison Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. John O. Wilson, Natick, Mass. O. A. Felch, Natick, Mass. Wm. H. Bent, Cochituate, Mass. George F. Keep, Cochituate, Mass. George S. Trowbridge, Newton, Mass.

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HARRISON HARWOOD,  
FRANK H. HAYES.  
JOHN O. WILSON,  
WM. H. BENT,  
GEORGE F. KEEP,  
*Directors.*  
WM. H. BENT,  
*Treasurer.*  
GEORGE F. KEEP,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 1, 1886. Then personally appeared Harrison Harwood, Frank H. Hayes, John O. Wilson, Wm. H. Bent and George F. Keep, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM NUTT,  
*Justice of the Peace.*

**REPORT**  
**OF THE**  
**NEWTON STREET RAILWAY COMPANY,**  
**FOR THE YEAR ENDING SEPTEMBER 30, 1886.**

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87 MILK STREET, BOSTON, Oct. 15, 1886.

*To the Honorable the Board of Railroad Commissioners for the Commonwealth of Massachusetts, No. 20 Beacon Street, Boston, Mass.*

GENTLEMEN:—The president and clerk and treasurer of the Newton Street Railway Company beg leave to submit the following report:—

1. That the Newton Street Railway Company was chartered by special act, chapter 341 of the Laws of 1886, and has been organized by the choice of Horace B. Parker, Albert F. Upton, George W. Morse, W. P. Tyler and Lucius G. Pratt, directors; and Horace B. Parker has been elected president and Herbert G. Pratt, clerk and treasurer.

2. The capital stock is fifty thousand dollars, which has been subscribed in full but none as yet paid in.

3. The Board of Aldermen of the city of Newton have not yet passed upon the location as described in the charter or otherwise, but a hearing has been had upon the same.

Respectfully submitted,

H. B. PARKER,  
*President.*  
HERBERT G. PRATT,  
*Clerk and Treasurer.*

# REPORT

## OF THE

### NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$135,000 00	
Capital stock authorized by votes of company, . . . . .	135,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$135,000 00
Number of stockholders, . . . . .	134	
DEBT.		
Unfunded debt, as follows: . . . . .		\$31,671 61
Notes payable, . . . . .	\$24,420 00	
Accounts payable, . . . . .	7,251 61	
TOTAL GROSS DEBT, . . . . .		\$31,671 61
Amount of cash assets, viz.: . . . . .		2,077 18
Cash, . . . . .	\$159 68	
Surplus, . . . . .	1,617 50	
Debit balances, . . . . .	300 00	
NET DEBT, . . . . .		\$29,594 43
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .		\$108,012 34
Interest during construction, commissions, discounts, etc., . . . . .		897 84
Engineering, agencies, salaries, and other expenses during construction, . . . . .		2,614 90
TOTAL COST OF CONSTRUCTION, . . . . .		\$111,525 08
EQUIPMENT.		
Horses, . . . . .		\$18,791 29
Cars, . . . . .		28,869 81
Other articles of equipment, . . . . .		2,238 43
TOTAL COST OF EQUIPMENT, . . . . .		\$49,899 53
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$13,011 90
Buildings owned by company needed in operating road, . . . . .		26,277 14
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$39,289 04

<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS,</b> . . . . .	<b>\$200,713 65</b>
Cash assets, . . . . .	2,077 18
<b>TOTAL PROPERTY AND ASSETS OF COMPANY,</b> . . . . .	<b>\$202,790 83</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks (number of feet, 9,302), . . . . .	\$14,906 79
New horses (number, 21), . . . . .	3,196 69
New cars (number, 4), . . . . .	2,980 00
Other equipment (harnesses), . . . . .	100 00
Land and buildings, . . . . .	6,924 14
<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$28,107 62</b>
Property sold or reduced in valuation on the books, viz.: . . . . .	90 00
2 sleighs sold, . . . . . \$90 00	
<b>NET ADDITION TO PROPERTY FOR THE YEAR,</b> . . . . .	<b>\$28,017 62</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company, . . . . .	\$77,310 29
Received from other railways as tolls or rent,* . . . . .	—
Received from mails and express, . . . . .	686 75
Received from sales of manure, . . . . .	1,605 99
<b>TOTAL EARNINGS,</b> . . . . .	<b>\$79,553 03</b>
Income from other sources, . . . . .	200 00
Advertising in cars, . . . . . \$200 00	
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$79,753 03</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track, . . . . .	\$1,786 88
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	5,408 44
Repairs of buildings, . . . . .	312 89
Renewal of horses, . . . . .	2,655 81
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	3,320 08
Wages and salaries of all other persons employed in operating the road, . . . . .	33,684 09
Provender, . . . . .	17,700 28
Taxes, state and local, . . . . .	1,954 75
Rent and tolls paid other companies for use of their roads,† . . . . .	—
Insurance, . . . . .	622 19
Damages for injuries to persons and property, . . . . .	603 61
Office expenses, and all other expenses not included above, . . . . .	4,076 62
<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$72,069 64</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$7,683 39</b>
Interest accrued during the year, . . . . .	921 24
Balance for the year, or surplus, . . . . .	6,762 15
Surplus at commencement of year, . . . . .	29,357 07
<b>TOTAL SURPLUS Sept. 30, 1886,</b> . . . . .	<b>36,119 22</b>

\* No settlement yet made for use of this company's track on Union, Sixth and William Streets by Acushnet Street Railway Company.

† No settlement yet made for use of Acushnet Street Railway Company's track on Cedar Street.



# 388 N. BEDFORD & FAIRHAVEN ST. RAILWAY. [Jan.

INVENTORY OF EQUIPMENT SEPT. 30, 1886.	
Box-cars, . . . . .	25
Open cars, . . . . .	31
Horses, . . . . .	161
Harnesses (pairs of), . . . . .	39
Sleighs, . . . . .	3
Other articles of equipment :—	
Wagons, . . . . .	2
Snow plow, . . . . .	1
Snow sleds, . . . . .	6
Largest number of horses owned at any time during the year,	161
Smallest number of horses owned at any time during the year,	140
Average number of horses owned during the year, . . . . .	150
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$111,525 08
Equipment, . . . . .	49,899 53
Land and buildings, . . . . .	39,289 04
Cash and cash assets, . . . . .	2,077 18
<b>TOTAL ASSETS, . . . . .</b>	<b>\$202,790 83</b>
LIABILITIES.	
Capital stock, . . . . .	\$185,000 00
Unfunded debt, . . . . .	31,671 61
Surplus, . . . . .	36,119 22
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$202,790 83</b>
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$72,069 64
interest, . . . . .	921 24
balance carried forward Sept. 30, 1886, . . . . .	36,119 22
	<b>\$109,110 10</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$29,357 07
total income, . . . . .	79,753 03
	<b>\$109,110 10</b>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	9.06 miles.
Aggregate length of switches, sidings, etc., . . . . .	.72 "
Total length of track, measured as single track, . . . . .	9.78 "
Total length of track paved (all paved).	
Weight of rail per yard and description of rail: (3.84 steel, 50 pounds per yard; 1.20 steel, 35 pounds per yard; 2.65 iron, 35 pounds per yard; 1.37 iron, 45 pounds per yard.)	

**Description of the several lines or routes operated by the company:—**

From car-house, Weld Street, through Purchase, Fourth, Rivet and Water Streets to Cove Street, across Cove Street and on French Avenue to Woodlawn Grove. From Fourth through Potomska and Water Streets to Rivet Street. From Old Colony Railroad Station in Fairhaven through Main Street across the bridge, and in New Bedford through Middle, North Second, Union, North Sixth, Elm, Summer and Parker Streets to Cedar Street. On Main Street, Fairhaven, from stable to Church Street, and on Church and Fort Streets to Fort Phoenix. From Main Street through South Street to new stable. On Main Street, Fairhaven, from Bridge Street to North Street. On Kempton Street, from Summer Street to Rockdale Avenue. On William Street, from North Second to North Sixth Street. On Pearl Street, from Purchase Street to Old Colony Railroad Station. On Weld Street, from Purchase Street to new repair shop.

**Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,**

.4 miles.

From Dec. 19, 1885, to June 5, 1886, this company used the track of the Acushnet Street Railway Company on Cedar Street, from Parker Street to Durfee Street.

**Total length of railway measured as single track, not including sidings, etc., operated by this company:—**

Dec. 19, 1885, to June 5, 1886, . . . . .

9.46 "

Balance of time, . . . . .

9.06 "

**MILES RUN, ETC.**

Total number of miles run during the year, . . . . .	377,981
Total number of passengers carried in the cars, . . . . .	1,585,315
Total number of round trips for the year, . . . . .	79,549
Number of persons regularly employed by the company, . . . . .	71
Rates of fare, . . . . .	5 cents.

**LIST OF ACCIDENTS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	2	-	3
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	1	-	1

**STATEMENT OF EACH ACCIDENT.**

October 14, 1885.—A man was thrown from a carriage by wheel being caught in a switch. Slightly injured.

January 19, 1886.—A man jumped from a car while in motion, and sprained his ankle.

## 390 N. BEDFORD & FAIRHAVEN ST. RAILWAY. [Jan.

*February 21.* — Car left the track in passing curve, and a man standing in car was thrown against the door and slightly injured.

*July 21.* — A woman stepped from a car before it had stopped and was slightly injured.

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### PROPER ADDRESS OF THE COMPANY.

NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY,  
NEW BEDFORD, MASS.

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### NAME AND RESIDENCE OF OFFICERS.

Warren Ladd, *President*, New Bedford, Mass. Andrew G. Pierce, *Treasurer and Clerk of Corporation*, New Bedford, Mass.

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### NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Warren Ladd, New Bedford, Mass. Andrew G. Pierce, New Bedford, Mass.  
William W. Crapo, New Bedford, Mass. Weston Howland, Fairhaven, Mass.  
George Wilson, New Bedford, Mass. Edward Kilburn, New Bedford, Mass.  
Jonathan Bourne, New Bedford, Mass. Edward D. Mandell, New Bedford, Mass.

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WARREN LADD,  
ANDREW G. PIERCE,  
GEO. WILSON,  
EDWARD KILBURN,  
EDWARD D. MANDELL,  
WESTON HOWLAND,  
WM. W. CRAPO,

*Directors.*

ANDREW G. PIERCE,

*Treasurer.*

WARREN LADD,  
*President and General Manager.*

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### COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Oct. 23, 1886. Then personally appeared Warren Ladd, Andrew G. Pierce, Edward Kilburn, Edward D. Mandell and Wm. W. Crapo, and severally made oath, and Weston Howland affirmed, to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDW. T. PIERCE,  
*Justice of the Peace.*

# REPORT

## OF THE

### NEWBURYPORT & AMESBURY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by E. P. Shaw.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$120,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$60,000 00
Number of stockholders, . . . . .	28	
DEBT.		
Funded debt, as follows: . . . . .		\$44,000 00
(Disputed) notes due 1884, rate of interest . . . . .		
7 per cent., . . . . .	\$24,000 00	
Mortgage notes due 1887-90, rate of interest, . . . . .		
6 per cent., . . . . .	20,000 00	
Unfunded debt, as follows:—		
Interest on above \$24,000 for three years, . . . . .		5,040 00
TOTAL GROSS DEBT, . . . . .		\$49,040 00
Amount of cash assets, viz.: . . . . .		5,492 95
Cash, . . . . .	\$4,052 95	
Supplies, . . . . .	1,117 20	
Debit balances, . . . . .	822 80	
NET DEBT, . . . . .		\$43,547 05
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$80,761 43
EQUIPMENT.		
TOTAL COST OF EQUIPMENT,* . . . . .		\$23,431 85
LAND AND BUILDINGS.		
Land owned by company not needed in operating road, . . . . .		\$1,100 00
Buildings and land owned by company needed in operating road, . . . . .		9,750 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$10,850 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$115,043 28
Cash assets, . . . . .		5,492 95
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$120,536 23

\* Lease terminated in July, 1886, and all equipment was sold to the corporation.

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

<b>TOTAL ADDITION TO PROPERTY,</b>	<b>\$23,431 85</b>
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**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company (July 13 to Sept. 30, 1886),	\$8,148 79
Received from other railways as tolls or rent:	4,950 00
Edward P. Shaw, lessee.	

<b>TOTAL EARNINGS,</b>	<b>\$13,098 79</b>
Income from other sources, viz.:	1,878 46
Rent of stable — Edward P. Shaw,	\$800 00
Rent of road — Enoch T. Northend,	1,060 00
Rent of shop — Moody,	18 46

<b>TOTAL INCOME FROM ALL SOURCES,</b>	<b>\$14,977 25</b>
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**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track,	\$1,753 34
Wages and salaries of president, treasurer, superintendent and their clerks,	513 19
Wages and salaries of all other persons employed in operating the road,	1,813 38
Provender,	1,339 12
Taxes, state and local,	216 54
Office expenses, and all other expenses not included above,	1,869 42

<b>TOTAL EXPENSES OF OPERATING,</b>	<b>\$7,504 99</b>
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**NET INCOME, DIVIDENDS, ETC.**

<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b>	<b>\$7,472 26</b>
Interest accrued during the year,	310 05
Balance for the year, or surplus,	7,162 21
Surplus at commencement of year,	4,334 02
<b>TOTAL SURPLUS Sept. 30, 1886,</b>	<b>11,496 23</b>

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars,	7
Open cars,	7
Horses,	48
Harnesses (pairs of),	20
Sleighs,	2
Other articles of equipment:	8
1 plow, 2 wagons, 1 herdic, 2 carts, 2 barrows.	
Largest number of horses owned at any time during the year,	51
Smallest number of horses owned at any time during the year,	48
Average number of horses owned during the year,	49

**General Balance Sheet Sept. 30, 1886.****ASSETS.**

Construction,	\$80,761 43
Equipment,	23,431 85
Land and buildings,	10,850 00
Cash and cash assets,	5,492 95
<b>TOTAL ASSETS,</b>	<b>\$120,536 23</b>

LIABILITIES.	
Capital stock, . . . . .	\$60,000 00
Funded debt, . . . . .	44,000 00
Unfunded debt, . . . . .	5,040 00
Surplus, . . . . .	11,496 23
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$120,536 23</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
Dr.	
To expenses, . . . . .	\$7,504 99
Interest, . . . . .	310 05
balance carried forward Sept. 30, 1886, . . . . .	11,496 23
	<b>\$19,311 27</b>
Cr.	
By balance Sept. 30, 1885, . . . . .	\$4,334 02
total income, . . . . .	14,977 25
	<b>\$19,311 27</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	6.6 miles.
Aggregate length of switches, sidings, etc., . . . . .	.2 "
Total length of track, measured as single track, . . . . .	6.8 "
Total length of track paved, . . . . .	2,200 feet.
Weight of rail per yard (35 pounds).	
Description of the several lines or routes operated by the company:—	
From Marlborough Street, in Newburyport, to Market Square, in Amesbury.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	6.6 miles.
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	35,486
Total number of passengers carried in the cars, . . . . .	386,784
Total number of round trips for the year, . . . . .	6,452
Number of persons regularly employed by company, . . . . .	17
Rates of fare, . . . . .	5 and 10 cents.

**PROPER ADDRESS OF THE COMPANY.**

**NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,  
NEWBURYPORT, MASS.**

**NAME AND RESIDENCE OF OFFICERS.**

**William A. Johnson, President, Newburyport, Mass. P. B. Gartner, Superintendent, Newburyport, Mass. Harvey N. Shepard, Treasurer, Boston, Mass. George H. Stevens, Clerk of Corporation, Newburyport, Mass.**

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Johnson, Newburyport, Mass. Harvey N. Shepard, Boston, Mass. George H. Stevens, Newburyport, Mass. E. Ripley Sibley, Amesbury, Mass. George Tilton, Newburyport, Mass. J. B. M. Dickins, Newburyport, Mass. Edward P. Shaw, Newburyport, Mass.

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WILLIAM A. JOHNSON,  
EDWARD P. SHAW,  
JOB B. M. DICKINS,  
GEORGE TILTON,  
GEORGE H. STEVENS,

*Directors.*

HARVEY N. SHEPARD,

*Treasurer.*

P. B. GARTNER,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 30, 1886. Then personally appeared Edward P. Shaw, Job B. M. Dickins, George Tilton, Harvey N. Shepard, P. B. Gartner and William A. Johnson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 30, 1886. Then personally appeared George H. Stevens and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HARVEY N. SHEPARD,

*Justice of the Peace.*

# REPORT

## OF THE

### NORTHAMPTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$300,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock paid (par value of shares, \$100), . . . . .	\$50,000 00
Number of stockholders, . . . . .	11
DEBT.	
Unfunded debt, as follows: . . . . .	\$5,350 00
Accounts payable, . . . . .	\$5,350 00
TOTAL GROSS DEBT, . . . . .	5,350 00
Cash, . . . . .	12 82
NET DEBT, . . . . .	\$5,337 18
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,* . . . . .	\$36,000 00
EQUIPMENT.	
Horses, . . . . .	\$2,900 00
Cars, . . . . .	4,427 50
Other articles of equipment, . . . . .	600 00
TOTAL COST OF EQUIPMENT, . . . . .	\$7,927 50
LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . . . .	\$1,775 00
Buildings owned by company needed in operating road, . . . . .	2,600 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .	\$4,375 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	\$48,302 50
Cash assets, . . . . .	12 82
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	\$48,315 32

\* By vote of stockholders and directors this account was reduced \$10,150, charged to profit and loss, because the present board of management believe that the account as it stood before was in excess of actual cost.



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**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

New horses (number, 8), . . . . .	\$496 90
New cars (number, 1), . . . . .	600 00
Land and buildings, . . . . .	275 00
<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$1,371 90</b>
Property sold or reduced in valuation on the books, viz.: . . . . .	10,150 00
Reduction of construction account, . . . . .	\$10,150 00
<b>NET REDUCTION TO PROPERTY FOR THE YEAR,</b> . . . . .	<b>\$8,778 10</b>

**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company, . . . . .	\$12,757 74
Received from mails and express, . . . . .	212 30
Received from sales of manure, . . . . .	150 00
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$13,120 04</b>

**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of road-bed and track, . . . . .	\$1,791 16
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	1,198 00
Repairs of buildings, . . . . .	48 63
Renewal of horses, . . . . .	719 35
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	1,000 00
Wages and salaries of all other persons employed in operating the road, . . . . .	3,282 00
Provender, . . . . .	2,539 94
Taxes, state and local, . . . . .	84 59
Office expenses, and all other expenses not included above, . . . . .	1,543 67
<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$12,202 34</b>

**NET INCOME, DIVIDENDS, ETC.**

<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$917 70</b>
Balance for the year, or surplus, . . . . .	917 70
Surplus at commencement of year, . . . . .	2,197 62
Deduct: Correction of the construction account, . . . . .	\$10,150 00
Deficit at commencement of year as changed by aforesaid entries, . . . . .	7,952 38
<b>TOTAL DEFICIT Sept. 30, 1886,</b> . . . . .	<b>7,034 68</b>

**INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.**

Box-cars, . . . . .	5
Open cars, . . . . .	3
Horses, . . . . .	29
Harnesses (pairs of), . . . . .	5
Omnibuses, . . . . .	2
Sleighs, . . . . .	1
Other articles of equipment, . . . . .	1
Largest number of horses owned at any time during the year, . . . . .	31
Smallest number of horses owned at any time during the year, . . . . .	26
Average number of horses owned during the year, . . . . .	28

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General Balance Sheet Sept. 30, 1886.	
<b>ASSETS.</b>	
Construction, . . . . .	\$36,000 00
Equipment, . . . . .	7,927 50
Land and buildings, . . . . .	4,375 00
Cash and cash assets, . . . . .	12 82
Deficit, . . . . .	7,034 68
<b>TOTAL ASSETS, . . . . .</b>	<b>\$55,350 00</b>
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$50,000 00
Unfunded debt, . . . . .	5,350 00
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$55,350 00</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
<b>DR.</b>	
To expenses, . . . . .	\$12,202 84
For reduction in the construction account by vote of stockholders and directors, . . . . .	10,150 00
	<b>\$22,352 84</b>
<b>CR.</b>	
By balance Sept. 30, 1885, . . . . .	\$2,197 62
total income, . . . . .	13,120 04
balance carried forward Sept. 30, 1886, . . . . .	7,034 68
	<b>\$22,352 34</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3.20 miles.
Aggregate length of switches, sidings, etc., . . . . .	.03 "
Total length of track, measured as single track, . . . . .	3.23 "
Weight of rail per yard, and description of rail (33 pounds, tram).	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.20 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	45,174
Total number of passengers carried in the cars, . . . . .	164,997
Total number of round trips for the year, . . . . .	7,059
Number of persons regularly employed by company, . . . . .	8
Rates of fare, . . . . .	6 and 12 cents.

PROPER ADDRESS OF THE COMPANY.  
 NORTHAMPTON STREET RAILWAY COMPANY,  
 NORTHAMPTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Oscar Edwards, *President*, Northampton, Mass. E. C. Clark, *Superintendent and Treasurer*, Northampton, Mass. M. H. Spaulding, *Clerk of Corporation*, Northampton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Oscar Edwards, J. L. Warriner, M. H. Spaulding, J. C. Hammond, E. C. Clark, all of Northampton, Mass.

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J. L. WARRINER,  
JOHN C. HAMMOND,  
E. C. CLARK,      *Directors.*  
E. C. CLARK,      *Treasurer.*  
E. C. CLARK,      *Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NORTHAMPTON, Oct. 12, 1886. Then personally appeared J. L. Warriner, J. C. Hammond and E. C. Clark, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN WHITTELSEY,  
*Justice of the Peace.*

## REPORT

OF THE

## NORTH WOBURN STREET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	75,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$51,600 00
Subscriptions to increase of capital stock paid, . . . . .		7,425 00
Number of stockholders, . . . . .	46	
DEBT.		
Unfunded debt, as follows: . . . . .		\$11,598 65
Outstanding tickets, . . . . .	\$148 65	
H. Gore & Co., for construction, . . . . .	11,450 00	
TOTAL GROSS DEBT, . . . . .		\$11,598 65
Amount of cash assets, viz.: . . . . .		19,028 82
Cash, . . . . .	\$880 58	
Supplies, . . . . .	1,839 44	
Due from subscribers to new issue of stock, . . . . .	15,975 00	
Debit balances, . . . . .	333 80	
NET SURPLUS, . . . . .		\$7,430 17
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .	\$50,651 93	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	660 00	
TOTAL COST OF CONSTRUCTION, . . . . .		\$51,311 93
EQUIPMENT.		
Horses, . . . . .		\$3,295 00
Cars, . . . . .		4,538 71
Other articles of equipment, . . . . .		493 95
TOTAL COST OF EQUIPMENT, . . . . .		\$8,327 66
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$1,453 75
Buildings owned by company needed in operating road, . . . . .		6,981 90
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$8,435 65

<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS,</b>	\$68,075 24
Cash assets,	19,028 82
<b>TOTAL PROPERTY AND ASSETS OF COMPANY,</b>	<b>\$87,104 06</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension and reconstruction of tracks (number of feet, new, 11,590.9; old, 13,860),	\$28,993 18
New horses (number, 16),	2,595 00
New cars (number, 4),	3,438 71
Other equipment,	82 20
Land and buildings,	7,193 00
<b>TOTAL ADDITION TO PROPERTY,</b>	<b>\$42,302 09</b>
Property sold, viz.: . . . . .	258 00
Shed, . . . . . \$8 00	
Old stable building, . . . . . 250 00	
<b>NET ADDITION TO PROPERTY FOR THE YEAR,</b>	<b>\$42,044 09</b>
<b>REVENUE FOR THE YEAR.</b>	
Received from passengers on railways operated by this company,	\$3,823 14
Received from mails and express,	156 25
Received from sales of manure,	49 00
<b>TOTAL EARNINGS,</b>	<b>\$4,028 39</b>
Income from other sources,	8 50
Sale of old junk, . . . . . \$8 50	
<b>TOTAL INCOME FROM ALL SOURCES,</b>	<b>\$4,036 89</b>
<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>	
Repairs of road-bed and track,	\$223 19
Repairs of cars and other vehicles, harness and horse-shoeing,	188 73
Repairs of buildings,	35 52
Wages and salaries of all other persons employed in operating the road,	1,373 35
Provender,	1,077 02
Taxes, state and local,	55 57
Insurance,	26 39
Damages for injuries to persons and property,	22 00
Office expenses, and all other expenses not included above,	529 71
<b>TOTAL EXPENSES OF OPERATING,</b>	<b>\$3,531 48</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b>	<b>\$505 41</b>
Balance for the year, or surplus,	505 41
<b>TOTAL SURPLUS Sept. 30, 1886,</b>	<b>505 41</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>	
Box-cars,	6
Open cars,	3
Horses,	21
Harnesses (pairs of),	9
Sleighs,	2
Largest number of horses owned at any time during the year,	21
Smallest number of horses owned at any time during the year,	5

General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$51,311 93
Equipment, . . . . .	8,327 66
Land and buildings, . . . . .	8,435 65
Cash and cash assets, . . . . .	19,028 82
<b>TOTAL ASSETS, . . . . .</b>	<b>\$87,104 06</b>
LIABILITIES.	
Capital stock paid in, . . . . .	\$59,025 00
“ “ not paid in, . . . . .	15,975 00
Unfunded debt, . . . . .	11,598 65
Surplus, . . . . .	505 41
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$87,104 06</b>
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$3,531 48
balance carried forward Sept. 30, 1886, . . . . .	505 41
	<b>\$4,036 89</b>
CR.	
By total income, . . . . .	\$4,036 89
	<b>\$4,036 89</b>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	4.73+ miles
Aggregate length of switches, sidings, etc., . . . . .	.1— “
Total length of track, measured as single track, . . . . .	4.82+ “
Total length of track paved, . . . . .	2.99+ “
Description of the several lines or routes operated by the company:—	
From the company's stable premises at North Woburn, running on Main Street through the town of Woburn to the tracks of the Boston & Lowell Railroad Company at Winchester,* including 970.8 feet curved gutter rail, 371 feet T rail paved, 9,623 feet T rail unpaved, 14,486.1 feet street steel rail paved. The T rail weighs 40 pounds per yard, and the street rail weighs 35 pounds per yard.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	4.73+ “
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	19,500
Total number of passengers carried in the cars, . . . . .	78,731
Total number of round trips for the year, . . . . .	3,809
Number of persons regularly employed by company, . . . . .	7
Rates of fare: 5 tickets for 25 cents; 6 cents cash.	

\* Also a loop around the common in Woburn, via Common and Pleasant Streets.

PROPER ADDRESS OF THE COMPANY.  
NORTH WOBURN STREET RAILROAD COMPANY,  
35 CONGRESS STREET, BOSTON, MASS.

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NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Gilman F. Jones, *Superintendent*, Woburn, Mass. Frank H. Monks, *Treasurer and Clerk of Corporation*, Brookline, Mass.

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NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. John M. Harlow, Woburn, Mass. Freeman A. Loring, Winchester, Mass. Benjamin Hinckley, Woburn, Mass. Frank H. Monks, Brookline, Mass. Gilman F. Jones, Woburn, Mass. Elwin C. Foster, Chelsea, Mass.

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AMOS F. BREED,  
BENJ. HINCKLEY,  
FRANK H. MONKS,  
GILMAN F. JONES,  
*Directors.*  
FRANK H. MONKS,  
*Treasurer.*  
GILMAN F. JONES,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 3, 1886. Then personally appeared Amos F. Breed, Benjamin Hinckley, Frank H. Monks and Gilman F. Jones, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN W. JOHNSON,  
*Justice of the Peace.*

# REPORT

## OF THE

### ONSET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

<b>CAPITAL STOCK AND DEBT.</b>		
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter, . . . . .	\$20,000 00	
Capital stock authorized by votes of company, . . . . .	14,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$12,580 00
Number of stockholders, . . . . .	17	
<b>PERMANENT INVESTMENTS.</b>		
<b>RAILWAY.</b>		
Grading and paving, . . . . .	\$500 00	
Track, including timber, rails, etc., and laying, . . . . .	5,235 34	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	304 00	
<b>TOTAL COST OF CONSTRUCTION, . . . . .</b>		<b>\$6,039 34</b>
<b>EQUIPMENT.</b>		
Cars, . . . . .		\$6,648 42
Other articles of equipment, . . . . .		100 00
<b>TOTAL COST OF EQUIPMENT, . . . . .</b>		<b>\$6,748 42</b>
<b>LAND AND BUILDINGS.</b>		
Buildings owned by company needed in operating road, . . . . .		\$350 53
<b>TOTAL COST OF LAND AND BUILDINGS, . . . . .</b>		<b>350 53</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .</b>		<b>\$13,138 29</b>
Cash assets, . . . . .		453 42
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .</b>		<b>\$13,591 71</b>
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.*</b>		
Extension of tracks, . . . . .		\$6,039 34
New cars, . . . . .		6,648 42
Other equipment, . . . . .		100 00
Land and buildings, . . . . .		350 53
<b>NET ADDITION TO PROPERTY FOR THE YEAR, . . . . .</b>		<b>\$13,138 29</b>

\* Built during the year.



REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$2,305 14
TOTAL INCOME FROM ALL SOURCES, . . . . .	2,305 14
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$113 32
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	7 95
Wages and salaries of all other persons employed in operating the road, . . . . .	888 85
Coal and wood, . . . . .	182 16
Insurance, . . . . .	58 75
Office expenses, and all other expenses not included above, . . . . .	42 40
TOTAL EXPENSES OF OPERATING, . . . . .	\$1,293 43
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,011 71
Balance for the year, or surplus, . . . . .	1,011 71
TOTAL SURPLUS Sept. 30, 1886, . . . . .	1,011 71
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	5
2 Baldwin noiseless street-car motors, . . . . .	2
Other articles of equipment: . . . . .	1
1 flat baggage car.	
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$6,039 34
Equipment, . . . . .	6,748 42
Land and buildings, . . . . .	350 53
Cash and cash assets, . . . . .	453 42
TOTAL ASSETS, . . . . .	\$13,591 71
LIABILITIES.	
Capital stock, . . . . .	\$12,580 00
Surplus, . . . . .	1,011 71
TOTAL LIABILITIES, . . . . .	\$13,591 71
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
Dr.	
To expenses, . . . . .	\$1,293 43
balance carried forward Sept. 30, 1886, . . . . .	1,011 71
	\$2,305 14
Cr.	
By total income, . . . . .	\$2,305 14
	\$2,305 14

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	1.300+ miles.
Aggregate length of switches, sidings, etc., . . . . .	.125+ "
Total length of track, measured as single track, . . . . .	1.425+ "
Weight of rail per yard, and description of rail: steel T rail, 35 pounds.	
Description of the several lines or routes operated by the company:—	
Onset Street Railway, from Onset Bay Station, on land of Onset Bay Grove Association, to Onset Avenue; from Onset Avenue, on land of Onset Bay Grove Association, to Shell Point, in Wareham, Mass.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	1.300+ "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	1,998
Total number of passengers carried in the cars, . . . . .	24,280
Total number of round trips for the year, . . . . .	999
Number of persons regularly employed by company, . . . . .	6
Rates of fare, . . . . .	10 cents.

PROPER ADDRESS OF THE COMPANY.

ONSET STREET RAILWAY COMPANY,  
ONSET, MASS.

NAME AND RESIDENCE OF OFFICERS.

E. Gerry Brown, *President*, 16 City Square, Boston, Mass. W. W. Currier, *Treasurer*, Haverhill, Mass. George Hosmer, *Clerk of Corporation*, 133 Federal Street, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. Gerry Brown, 16 City Square, Boston, Mass. W. W. Currier, Haverhill, Mass. George Hosmer, 133 Federal Street, Boston, Mass. Simeon Butterfield, Chelsea, Mass. Alfred Nash, Chelsea, Mass. Wm. D. Crockett, 50 Dale Street, Roxbury Station, Boston, Mass. Cyrus Peabody, Warren, R. I. E. Y. Johnson, Warren, R. I.

E. GERRY BROWN,  
GEORGE HOSMER,  
E. Y. JOHNSON,  
ALFRED NASH,  
WM. D. CROCKETT,  
*Directors.*  
WALTER W. CURRIER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 23, 1886. Then personally appeared the above-mentioned E. Gerry Brown, president, Geo. Hosmer, clerk, E. Y. Johnson, Alfred Nash, William D. Crockett, and Walter W. Currier, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIMEON BUTTERFIELD,

*Justice of the Peace.*

# REPORT

## OF THE

### PITTSFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$33,390 00
Number of stockholders, . . . . .	46	
DEBT.		
Unfunded debt,* . . . . .		\$6,460 47
TOTAL GROSS DEBT, . . . . .		\$6,460 47
Cash, . . . . .		713 19
NET DEBT, . . . . .		\$5,747 28
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .		\$2,826 29
Track, including timber, rails, etc., and laying, . . . . .		16,585 37
Engineering, agencies, salaries and other expenses during construction, . . . . .		3,622 02
TOTAL COST OF CONSTRUCTION, . . . . .		\$23,033 68
EQUIPMENT.		
Horses, . . . . .		\$5,675 00
Cars, . . . . .		6,513 00
Other articles of equipment, . . . . .		257 35
TOTAL COST OF EQUIPMENT, . . . . .		\$12,445 35
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$1,200 00
Buildings owned by company needed in operating road, . . . . .		4,297 45
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$5,497 45
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$40,976 48
Cash assets, . . . . .		713 19
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$41,689 67

\* Open accounts as per book, not all of which have been adjusted. There are unsettled claims which are not yet entered or allowed, the amount of which cannot now be definitely stated or ascertained.

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$5,562 05
TOTAL INCOME FROM ALL SOURCES, . . . . .	5,562 05
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	\$129 60
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	250 00
Wages and salaries of all other persons employed in operating the road, . . . . .	2,250 00
Providence, . . . . .	972 00
Insurance, . . . . .	121 25
TOTAL EXPENSES OF OPERATING, . . . . .	\$3,722 85
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,839 20
Balance for the year, or surplus, . . . . .	1,839 20
TOTAL SURPLUS Sept. 30, 1886, . . . . .	1,839 20
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	4
Open cars, . . . . .	4
Horses, . . . . .	36
Harnesses (pairs of), . . . . .	13
Largest number of horses owned at any time during the year, . . . . .	36
Smallest number of horses owned at any time during the year, . . . . .	36
Average number of horses owned during the year, . . . . .	36
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$23,033 68
Equipment, . . . . .	12,445 35
Land and buildings, . . . . .	5,497 45
Cash and cash assets, . . . . .	713 19
TOTAL ASSETS, . . . . .	\$41,689 67
LIABILITIES.	
Capital stock, . . . . .	\$33,390 00
Unfunded debt, . . . . .	6,460 47
Surplus, . . . . .	1,839 20
TOTAL LIABILITIES, . . . . .	\$41,689 67
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$3,722 85
balance carried forward Sept. 30, 1886, . . . . .	1,839 20
	\$5,562 05
CR.	
By total income, . . . . .	\$5,562 05
	\$5,562 05

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	3 300 miles.
Aggregate length of switches, sidings, etc., . . . . .	.320 "
Total length of track, measured as single track, . . . . .	3.620 "
Total length of track paved (1 mile 3,037 feet).	
Weight of rail per yard, and description of rail (flat street, 40 and 85 pounds).	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	3.300 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	10,080
Total number of passengers carried in the cars, . . . . .	100,965
Total number of round trips for the year, . . . . .	1,260
Number of persons regularly employed by company, . . . . .	15
Rates of fare: Cash, 6 cents; tickets, 5 for 25 cents.	

PROPER ADDRESS OF THE COMPANY.  
PITTSFIELD STREET RAILWAY COMPANY,  
PITTSFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Thaddeus Clapp, *President*, Pittsfield, Mass. C. P. Upson, *Superintendent*, Pittsfield, Mass. Fred Guild, *Treasurer*, Boston, Mass. Theo. L. Allen, *Clerk of Corporation*, Pittsfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Thaddeus Clapp, Pittsfield, Mass. Theo. L. Allen, Pittsfield, Mass. Arthur A. Mills, Pittsfield, Mass. Frank W. Harwood, Natick, Mass. Fred Guild, Boston, Mass.

THADDEUS CLAPP,  
ARTHUR A. MILLS,  
FRED GUILD,  
THEO. L. ALLEN,  
*Directors.*  
FRED GUILD,  
*Treasurer and Manager.*

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Nov. 17, 1886. Then personally appeared Thaddeus Clapp, president and director, and Fred Guild, treasurer and director, and Theo. L. Allen and Arthur A. Mills, directors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

WILLIAM R. PLUNKETT,  
*Justice of the Peace.*

# REPORT

## OF THE

### SALEM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Naumkeag Street Railway Company until June 1, 1886, when it was consolidated with the Naumkeag Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . . . .	\$150,000 00
Capital stock authorized by votes of company, . . . . .	150,000 00
Capital stock (par value of shares, \$100), . . . . .	\$150,000 00
Number of stockholders, . . . . .	63
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent: . . . . .	\$66 67
Naumkeag Street Railway Company. . . . .	
TOTAL INCOME FROM ALL SOURCES, . . . . .	66 67
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
TOTAL EXPENSES OF OPERATING, . . . . .	\$66 67
NET INCOME, DIVIDENDS, ETC.	
Surplus at commencement of year, . . . . .	\$59,080 79
Deduct: Property account charged to profit and loss, . . . . .	208,986 10
Deficit at commencement of year as changed by aforesaid entries, . . . . .	149,905 31
TOTAL DEFICIT Sept. 30, 1886, . . . . .	149,905 31
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Cash and cash assets, . . . . .	\$94 69
Deficit, . . . . .	149,905 31
TOTAL ASSETS, . . . . .	\$150,000 00
LIABILITIES.	
Capital stock, . . . . .	\$150,000 00
TOTAL LIABILITIES, . . . . .	\$150,000 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$66 67
property account charged off, . . . . .	208,906 10
	\$209,052 77

Cr.	
By balance Sept. 30, 1885,	\$59,080 79
total income,	66 67
balance carried forward Sept. 30, 1886,	149,905 31
	<hr/> \$209,052 77 <hr/>
<b>DESCRIPTION OF RAILWAY.</b> (The property and franchise of this company was sold to the Naumkeag Street Railway Company June 1, 1886.)	

**PROPER ADDRESS OF THE COMPANY.**  
**SALEM STREET RAILWAY,**  
 233 ESSEX ST., SALEM, MASS.

**NAME AND RESIDENCE OF OFFICERS.**

Benjamin W. Russell, *President*, Salem, Mass. William Mack, *Treasurer*,  
 Salem, Mass. Henry Wheatland, *Clerk of Corporation*, Salem, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

Benjamin W. Russell, Henry Wheatland, Samuel P. Andrews, Zina Goodell,  
 all of Salem, Mass.

BENJAMIN W. RUSSELL,  
 HENRY WHEATLAND,  
 SAM'L P. ANDREWS,  
 ZINA GOODELL,  
*Directors.*  
 WILLIAM MACK,  
*Treasurer.*

**COMMONWEALTH OF MASSACHUSETTS.**

Essex, ss. Nov. 3, 1886. Then personally appeared Benjamin W. Russell,  
 Henry Wheatland, Zina Goodell and Samuel P. Andrews, and severally made  
 oath to the truth of the foregoing statement by them subscribed, according  
 to their best knowledge and belief.

CHARLES ODELL,  
*Justice of the Peace.*



## REPORT

OF THE

## SALEM &amp; DANVERS STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$100,000 00
Number of stockholders, . . . . .	75	
DEBT.		
Unfunded debt, as follows: . . . . .		\$31,822 60
Notes payable, . . . . .	\$27,000 00	
Dividends unpaid, . . . . .	1,512 00	
Accounts payable, . . . . .	3,310 60	
TOTAL GROSS DEBT, . . . . .		\$31,822 60
Amount of cash assets, viz.: . . . . .		4,987 94
Cash, . . . . .	\$3,130 29	
Supplies, . . . . .	668 68	
Debit balances, . . . . .	1,188 97	
NET DEBT, . . . . .		\$26,834 66
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	\$7,835 74	
Track, including timber, rails, etc., and laying, . . . . .	50,109 82	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	3,314 85	
TOTAL COST OF CONSTRUCTION, . . . . .		\$61,260 41
EQUIPMENT.		
Horses, . . . . .		\$18,901 75
Cars, . . . . .		18,668 75
Other articles of equipment, . . . . .		5,835 73
TOTAL COST OF EQUIPMENT, . . . . .		\$43,406 23
LAND AND BUILDINGS.		
Buildings owned by company needed in operating road, . . . . .		\$24,090 65
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$24,090 65
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$128,757 28
Cash assets, . . . . .		4,987 94
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$133,745 22

## PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Extension of tracks (number of feet, 150), . . . . .	\$1,651 84
New horses (number, 25), . . . . .	4,500 00
New cars (number, 6), . . . . .	4,328 00
Other equipment, . . . . .	2,517 82
Land and buildings, . . . . .	10,200 18

TOTAL ADDITION TO PROPERTY, . . . . .	\$23,197 79
Property sold or reduced in valuation on the books, viz.: . . . . .	800 00
Lot of land in Danvers sold, . . . . . \$800 00	

NET ADDITION TO PROPERTY FOR THE YEAR, . . . . . \$22,397 79

## REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company, . . . . .	\$45,555 94
Received from sales of manure, . . . . .	736 17
Income from other sources: . . . . .	263 10
Rent of building, . . . . . \$223 10	
Advertising, . . . . . 40 00	

TOTAL INCOME FROM ALL SOURCES, . . . . . \$46,555 21

## EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track, . . . . .	\$833 37
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	2,851 20
Repairs of buildings, . . . . .	205 71
Renewal of horses, . . . . .	1,540 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	2,050 00
Wages and salaries of all other persons employed in operating the road, . . . . .	20,719 28
Provender, . . . . .	11,683 67
Taxes, state and local, . . . . .	1,566 69
Rent and tolls paid other companies for use of their roads: . . . . .	1,405 45
Lynn and Boston Railway, . . . . . \$59 94	
Naumkeag Street Railway Company, . . . . . 1,345 51	
Insurance, . . . . .	147 95
Damages for injuries to persons and property, . . . . .	7 00
Office expenses, and all other expenses not included above, . . . . .	2,223 22

TOTAL EXPENSES OF OPERATING, . . . . . \$45,233 54

## NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,321 67
Interest accrued during the year, . . . . .	702 99
Dividends declared (64 per cent.) for the year, . . . . .	6,500 00
Balance for the year, deficit, . . . . .	5,881 32
Surplus at commencement of year, . . . . .	7,803 94
TOTAL SURPLUS Sept. 30, 1886, . . . . .	1,922 62

## INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.

Box-cars, . . . . .	10
Open cars, . . . . .	14
Horses, . . . . .	117
Harnesses (pairs of), . . . . .	30
Omnibuses (on runners), . . . . .	2
Other articles of equipment: —	

24 poles, 462 collars, 4 wagons, 1 snow plow, 1 leveller, 2 motors, stable tools, etc.

Largest number of horses owned at any time during the year, . . . . .	117
Smallest number of horses owned at any time during the year, . . . . .	92
Average number of horses owned during the year, . . . . .	105

# 414 SALEM & DANVERS STREET RAILWAY. [Jan.

General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$61,260 41
Equipment, . . . . .	43,406 23
Land and buildings, . . . . .	24,090 65
Cash and cash assets, . . . . .	4,987 94
<b>TOTAL ASSETS, . . . . .</b>	<b>\$133,745 22</b>
LIABILITIES.	
Capital stock, . . . . .	\$100,000 00
Unfunded debt, . . . . .	31,822 60
Surplus, . . . . .	1,922 62
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$133,745 22</b>
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To expenses, . . . . .	\$45,233 54
Interest, . . . . .	702 99
dividends, . . . . .	6,500 00
balance carried forward Sept. 30, 1886, . . . . .	1,922 63
	<b>\$54,359 15</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$7,803 94
total income, . . . . .	46,555 21
	<b>\$54,359 15</b>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	8.80 miles.
Aggregate length of switches, sidings, etc., . . . . .	.48 "
Total length of track, measured as single track, . . . . .	9.28 "
Total length of track paved, . . . . .	4.85 "
Description of the several lines or routes operated by the company:—	
35 pounds iron and steel T, 47 pounds steel street rail; Main Line from Highland Street, Salem, to Danvers Centre; Branch Line from Putnamville to Peabody Square.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same: . . . . .	4.83 "
Over Naumkeag Street Railway Company's track:—	
From Highland Street to City Hall, Salem, . . . . .	1.23 miles.
From Washington Street, Peabody, to Salem, . . . . .	1.60 "
From City Hall, Salem, to Peabody Square, . . . . .	1.80 "
Over Lynn & Boston Railway Company's track:—	
From Peabody Square to Washington Street, Peabody, . . . . .	.20 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	13.63 "

MILES RUN, ETC.	
Total number of miles run during the year, . . .	183,737
Total number of passengers carried in the cars, . . .	713,127
Total number of round trips for the year, . . .	17,595
Number of persons regularly employed by company, . . .	87
Rates of fare: 10, 8½, 5 and 4½ cents.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	3	-	3

## STATEMENT OF EACH ACCIDENT.

*February 27, 1886.*—A man on horseback; horse shied, man thrown into car horses; man's head cut.

*May 22.*—A lady, in getting off a car in motion, fell; not injured seriously.

*May 22.*—A lady, driving in a covered buggy, run across the path of a car; pole struck buggy wheel.

*June 1.*—A lady, getting on a car with her arms full of bundles, tripped, fell; not injured seriously.

*June 24.*—A driver of a wagon tried to run across the face of a car in motion; pole struck the top and put a hole in it.

## PROPER ADDRESS OF THE COMPANY.

SALEM & DANVERS STREET RAILWAY COMPANY,

252 ESSEX STREET (ROOM 1), SALEM, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Benjamin W. Russell, *President*, Salem, Mass. David N. Cook, *Superintendent*, Danvers, Mass. George A. Vickery, *Treasurer and Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Benjamin W. Russell, Salem, Mass. A. L. Huntington, Salem, Mass.  
 Thomas H. Johnson, Salem, Mass. S. E. Peabody, Salem, Mass. Z. A.  
 Gallup, Salem, Mass. Joseph W. Lefavour, Beverly, Mass. Jacob C.  
 Rogers, Peabody, Mass. Charles H. Gould, Danvers, Mass. George W.  
 Fiske, Danvers, Mass.

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BENJ. W. RUSSELL,  
 JOSEPH W. LEFAVOUR,  
 THOS. H. JOHNSON,  
 S. E. PEABODY,  
 A. L. HUNTINGTON,  
 Z. A. GALLUP,

*Directors.*

GEORGE A. VICKERY,

*Treasurer.*

DAVID N. COOK,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 30, 1886. Then personally appeared Benjamin W. Russell,  
 Joseph W. Lefavour, Thomas H. Johnson, S. E. Peabody, A. L. Huntington,  
 Z. A. Gallup, George A. Vickery and David N. Cook, and severally made  
 oath to the truth of the foregoing statement by them subscribed, according  
 to their best knowledge and belief.

GEO. D. PHIPPEN,

*Justice of the Peace.*

# REPORT

## OF THE

### SOMERVILLE HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Cambridge Railroad Company.]

<b>CAPITAL STOCK AND DEBT.</b>	
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter, . . . . .	\$153,000 00
Capital stock authorized by votes of company, . . . . .	153,000 00
Capital stock paid (par value of shares, \$50), . . . . .	\$153,000 00
Number of stockholders, . . . . .	119
<b>PERMANENT INVESTMENTS.</b>	
<b>RAILWAY.</b>	
TOTAL COST OF CONSTRUCTION, . . . . .	\$153,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	153,000 00
<b>REVENUE FOR THE YEAR.</b>	
Received from other railways as tolls or rent: . . . . .	\$9,180 00
Cambridge, . . . . .	\$3,280 00
Middlesex, . . . . .	900 00
TOTAL INCOME FROM ALL SOURCES, . . . . .	\$9,180 00
<b>NET INCOME, DIVIDENDS, ETC.</b>	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .	\$9,180 00
Dividends declared (6 per cent.) for the year, . . . . .	9,180 00
<b>General Balance Sheet Sept. 30, 1886.</b>	
<b>ASSETS.</b>	
Construction, . . . . .	\$153,000 00
TOTAL ASSETS, . . . . .	\$153,000 00
<b>LIABILITIES.</b>	
Capital stock, . . . . .	\$153,000 00
TOTAL LIABILITIES, . . . . .	\$153,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
DR.	
To dividends, . . . . .	\$9,180 00
	<hr/>
	\$9,180 00
CR.	
By total income, . . . . .	\$9,180 00
	<hr/>
	\$9,180 00
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	4.879 miles.
Aggregate length of switches, sidings, etc., . . . . .	.526 "
Total length of track, measured as single track, . . . . .	5.405 "

## PROPER ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,  
27 TREMONT ROW, BOSTON, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Sam'l E. Sewall, *President*, Melrose, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel E. Sewall, Melrose, Mass. Charles E. Powers, Boston, Mass.  
Reuben E. Demmon, Boston, Mass. Josiah Q. Bennett, Boston, Mass.  
John H. Studley, Jr., Boston, Mass.

S. E. SEWALL,  
CHAS. E. POWERS,  
R. E. DEMMON,  
JOSIAH Q. BENNETT,  
JOHN H. STUDLEY, JR.,  
*Directors.*  
JOHN H. STUDLEY, JR.,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1886. Then personally appeared Samuel E. Sewall, Charles E. Powers, R. E. Demmon, Josiah Q. Bennett and John H. Studley, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,  
*Justice of the Peace.*

# REPORT

## OF THE

### SOUTH BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$750,000 00	
Capital stock authorized by votes of company, . . . . .	750,000 00	
Capital stock paid (par value of shares, \$50), . . . . .		\$750,000 00
Number of stockholders, . . . . .	468	
DEBT.		
Funded debt, as follows: . . . . .		\$200,000 00
Bonds due 1905, rate of interest 5 per cent., . . . . .	\$200,000 00	
Unfunded debt, as follows: . . . . .		64,500 00
Notes payable, . . . . .	\$49,500 00	
Bills payable, . . . . .	15,000 00	
TOTAL GROSS DEBT, . . . . .		\$264,500 00
Amount of cash assets, viz.: . . . . .		118,319 07
Cash, . . . . .	\$16,810 73	
Supplies, . . . . .	58,370 27	
Track materials and Broadway Bridge Extension, . . . . .	24,132 78	
Debit balances, . . . . .	14,505 29	
NET DEBT, . . . . .		\$151,180 93
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$302,738 14
EQUIPMENT.		
Horses, . . . . .		\$124,162 50
Cars, . . . . .		145,485 00
Other articles of equipment, . . . . .		38,998 54
TOTAL COST OF EQUIPMENT, . . . . .		\$308,646 04
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$349,755 94
TOTAL COST OF LAND AND BUILDINGS, . . . . .		349,755 94
OTHER PROPERTY.		
House and lot on Fourth Street, . . . . .		\$10,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		971,140 12
Cash assets, . . . . .		118,319 07
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$1,084,459 19



PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 51), . . . . .	\$7,012 50
New cars (number, 6), . . . . .	4,700 00
Other equipment, . . . . .	7,119 30
<b>TOTAL ADDITION TO PROPERTY,</b> . . . . .	<b>\$18,831 80</b>
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$534,517 25
Received from other railways as tolls or rent: . . . . .	2,166 13
Metropolitan, . . . . . \$1,900 01	
Middlesex, . . . . . 266 12	
Received from sales of manure, . . . . .	1,084 50
<b>TOTAL EARNINGS,</b> . . . . .	<b>\$537,767 88</b>
Income from other sources: . . . . .	1,088 20
Rents, . . . . . \$549 96	
Miscellaneous sources, . . . . . 538 24	
<b>TOTAL INCOME FROM ALL SOURCES,</b> . . . . .	<b>\$538,856 08</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$19,692 97
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	32,610 21
Repairs of buildings, . . . . .	1,741 70
Renewal of horses, . . . . .	16,470 50
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	9,199 92
Wages and salaries of all other persons employed in operating the road, . . . . .	200,382 81
Provender, . . . . .	78,239 41
Taxes, state and local, . . . . .	15,898 29
Rent and tolls paid other companies for use of their roads, . . . . .	11,470 99
Insurance, . . . . .	2,902 48
Damages for injuries to persons and property, . . . . .	10,114 64
Office expenses, and all other expenses not included above, . . . . .	29,877 45
<b>TOTAL EXPENSES OF OPERATING,</b> . . . . .	<b>\$423,601 37</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES,</b> . . . . .	<b>\$110,254 71</b>
Interest accrued during the year, . . . . .	11,923 57
Dividends declared (8 per cent.) for the year, . . . . .	60,000 00
Balance for the year, or surplus, . . . . .	38,331 14
Surplus at commencement of year, . . . . . \$46,018 15	
Deduct: Depreciation by vote of directors, . . . . . 14,385 10	
Surplus at commencement of year as changed by aforesaid entries, . . . . .	31,632 05
<b>TOTAL SURPLUS Sept. 30, 1886,</b> . . . . .	<b>69,959 19</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	103
Open cars, . . . . .	96
Horses, . . . . .	903
Harnesses (pairs of), . . . . .	350
Other articles of equipment:—	
8 plows, 36 snow sleds, 1 sand car, 4 tip-carts, 4 snow levellers, 5 wagons, 2 caravans, 8 pungs, 5 carriages, 2 sleighs, 1 jigger, collars, etc.	

Largest number of horses owned at any time during the year,  
 Smallest number of horses owned at any time during the year,  
 Average number of horses owned during the year, . . .

940

849

896

### General Balance Sheet Sept. 30, 1886.

#### ASSETS.

Construction, . . . . .	\$302,738 14
Equipment, . . . . .	308,646 04
Land and buildings, . . . . .	359,755 94
Cash and cash assets, . . . . .	113,319 07

<b>TOTAL ASSETS, . . . . .</b>	<b>\$1,084,459 19</b>
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#### LIABILITIES.

Capital stock, . . . . .	\$750,000 00
Funded debt, . . . . .	200,000 00
Unfunded debt, . . . . .	64,500 00
Surplus, . . . . .	69,959 19

<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$1,084,459 19</b>
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### Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

#### Dr.

To expenses, . . . . .	\$428,601 37
interest, . . . . .	11,923 57
dividends, . . . . .	60,000 00
balance carried forward Sept. 30, 1886, . . . . .	69,959 19

<b>\$570,484 13</b>
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#### Cr.

By balance Sept. 30, 1885, . . . . .	\$31,628 05
total income, . . . . .	538,856 08

<b>\$570,484 13</b>
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### DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	13.015 miles.
Aggregate length of switches, sidings, etc., . . . . .	.205 "
Total length of track, measured as single track, . . . . .	13.220 "
Total length of track paved (all paved).	
Weight of rail per yard, and description of rail (42, 45, 50 and 60 pounds).	

Description of the several lines or routes operated by the company:—

City Point to Brattle Street, Scollay and Post Office Squares;  
 Bay View to Brattle Street, Scollay Square and Summer Street;  
 Dorchester Street and Northern Depots;  
 K Street to Summer and Brattle Streets and Scollay Square;  
 Dover Street route.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:—

	Metro. R. R. Co.'s track.	
City Point, K Street, Dorchester Street to Scollay Square, . . . . .	1.861 miles.	
City Point, K Street, Dorchester Street to Brattle Street, . . . . .	1.738 "	
Bay View to Scollay Square, . . . . .	2.191 "	
City Point to Park Square, . . . . .	1.403 "	
City Point to Post Office Square, . . . . .	.778 "	
Dorchester Street to Northern Depots, . . . . .	2.107 "	
Bay View to Brattle Street, . . . . .	2.063 "	
Federal Street route (Highland track), . . . . .	.019 "	
Dover Street route (Highland track), . . . . .	.002 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .		15.483 miles.
<b>MILES RUN, ETC.</b>		
Total number of miles run during the year, . . . . .		1,630,459
Total number of passengers carried in the cars, . . . . .		10,998,508
Total number of round trips for the year, . . . . .		247,308
Number of persons regularly employed by company, . . . . .		400
Rate of fare, . . . . .		5 cents.

#### STATEMENT OF EACH ACCIDENT.

October 8, 1885. — Intoxicated passenger fell from car; slight injury.

October 21. — Passenger jumped from car; fell, and slightly injured.

November 12. — Lady passenger injured by collision of car with team.

November 17. — Passenger fell from car; slightly injured.

December 2. — Intoxicated passenger fell from front platform; slight injury.

December 21. — A passenger injured by collision with obstruction.

June 29, 1886. — A man crossing Tremont Street at Temple Place ran in front of car, fell under; was so injured that death ensued in a few hours.

August 8. — Boy stealing ride, fell from car and rolled under; leg so injured, rendering amputation necessary.

August 8. — Deaf and dumb boy knocked down, run over and instantly killed.

August 9. — A man standing on rear platform of car in motion, beer wagon on one side of street swerved its horses, pole of team striking his leg, breaking it; would not allow amputation until too late to be of benefit; died a few days after accident.

August 30. — Man struck by pole and knocked down.

#### PROPER ADDRESS OF THE COMPANY.

SOUTH BOSTON RAILROAD COMPANY,  
715 BROADWAY, SOUTH BOSTON, MASS.

#### NAME AND RESIDENCE OF OFFICERS.

Chas. H. Hersey, *President*, Walnut Ave., Boston Highlands, Mass. David Coolidge, *Superintendent*, Broadway, South Boston, Mass. William Reed, *Treasurer and Clerk of Corporation*, Broadway, South Boston, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Chas. H. Hersey, Walnut Avenue, Boston Highlands, Mass. N. J. Rust, Hancock Street, Boston, Mass. M. Anagnos, Broadway, South Boston, Mass. H. H. Fay, Falmouth, Mass. Ezra H. Baker, Commonwealth Ave., Boston, Mass. Benjamin Dean, Broadway, South Boston, Mass. Francis James, Broadway, South Boston, Mass.

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CHAS. H. HERSEY,  
N. J. RUST,  
FRANCIS JAMES,  
BENJ. DEAN,  
EZRA H. BAKER,

*Directors.*

WILLIAM REED,

*Treasurer.*

DANIEL COOLIDGE,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1886. Then personally appeared Benjamin Dean, C. H. Hersey, N. J. Rust, Ezra H. Baker and Francis James, and severally made oath to the truth of the foregoing by them subscribed, according to their best knowledge and belief.

BENJ. DEAN,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1886. Personally appeared Benj. Dean, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EZRA H. BAKER,

*Justice of the Peace.*

# REPORT

## OF THE

### SPRINGFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$150,000 00
Number of stockholders, . . . . .	63	
DEBT.		
Unfunded debt, as follows: . . . . .		\$39,389 87
Bills payable, . . . . .	\$36,137 11	
Unredeemed tickets, . . . . .	3,252 76	
TOTAL GROSS DEBT, . . . . .		\$39,389 87
Amount of cash assets, viz.: . . . . .		15,564 01
Cash, . . . . .	\$5,048 96	
Supplies, . . . . .	8,634 00	
Debit balances, . . . . .	1,881 05	
NET DEBT, . . . . .		\$23,825 86
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$103,159 40
EQUIPMENT.		
Horses, . . . . .		\$19,979 66
Cars, . . . . .		22,026 00
Other articles of equipment, . . . . .		4,567 40
TOTAL COST OF EQUIPMENT, . . . . .		\$46,573 06
LAND AND BUILDINGS.		
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$77,953 13
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$227,685 59
Cash assets, . . . . .		15,564 01
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$243,249 60

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 5,400), . . . . .	\$10,869 26
New horses (number, 86), . . . . .	5,655 00
New cars (number, 2), . . . . .	1,160 00
Other equipment, . . . . .	289 98
Land and buildings, . . . . .	17,756 79
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$35,681 03</b>
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$84,855 07
Received from sales of manure, . . . . .	579 28
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$84,934 35</b>
Income from other sources, . . . . .	2,669 95
Rents, . . . . . \$2,508 35	
Advertising, . . . . . \$161 60	
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$87,604 80</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$6,591 53
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	5,673 79
Repairs of buildings, . . . . .	893 86
Renewal of horses, . . . . .	1,652 50
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	4,875 00
Wages and salaries of all other persons employed in operating the road, . . . . .	27,087 34
Provender, . . . . .	13,654 23
Taxes, state and local, . . . . .	2,837 11
Insurance, . . . . .	653 03
Damages for injuries to persons and property, . . . . .	762 95
Office expenses, and all other expenses not included above, . . . . .	1,773 55
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$65,954 94</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$21,649 36</b>
Interest accrued during the year, . . . . .	653 12
Dividends declared (8 per cent.) for the year, . . . . .	12,000 00
Balance for the year, or surplus, . . . . .	8,996 24
Surplus at commencement of year, . . . . .	44,863 49
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>53,859 73</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	19
Open cars, . . . . .	11
Horses, . . . . .	151
Harnesses (pairs of), . . . . .	35
Omnibuses, . . . . .	4
Sleighs, . . . . .	5
Other articles of equipment:—	
Snow plow, wagon and cart, one each.	
Largest number of horses owned at any time during the year, . . . . .	151
Smallest number of horses owned at any time during the year, . . . . .	115
Average number of horses owned during the year, . . . . .	130

General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$103,159 40
Equipment, . . . . .	46,573 06
Land and buildings, . . . . .	77,953 13
Cash and cash assets, . . . . .	15,564 01
<b>TOTAL ASSETS, . . . . .</b>	<b>\$243,249 60</b>
LIABILITIES.	
Capital stock, . . . . .	\$150,000 00
Unfunded debt, . . . . .	36,137 11
Surplus, . . . . .	53,859 73
Unredeemed tickets, . . . . .	3,252 76
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$243,249 60</b>
Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
Dr.	
To expenses, . . . . .	\$65,954 94
Interest, . . . . .	653 12
Dividends, . . . . .	12,000 00
balance carried forward Sept. 30, 1886, . . . . .	53,859 73
	<b>\$132,467 79</b>
Cr.	
By balance Sept. 30, 1885, . . . . .	\$44,863 49
total income, . . . . .	87,604 30
	<b>\$132,467 79</b>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	9.18 miles.
Aggregate length of switches, sidings, etc., . . . . .	.19 "
Total length of track, measured as single track, . . . . .	9.37 "
Total length of track paved, . . . . .	9.37 "
Weight of rail per yard, and description of rail (33 and 36 pounds per yard, iron; 35 and 40 pounds per yard, steel.)	
Description of the several lines or routes operated by the company: —	
From Wason Avenue on North Main Street on Main Street to Locust Street, thence on Locust Street to Mill River; from Main Street on State Street to Boston Road; from State Street on Maple Street to Central Street, thence on Central Street to United States water shops; from State Street on Walnut Street to King Street, thence on King Street to Eastern Avenue; from State Street on Saint James Avenue to Dartmouth Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company. . . . .	9.18 "

MILES RUN, ETC.	
Total number of miles run during the year, . . . .	282,785
Total number of passengers carried in the cars, . . . .	1,641,452
Total number of round trips for the year, . . . .	60,104
Number of persons regularly employed by company, . . . .	65
Rates of fare: Cash fare, 6 cents; 5 tickets for 25 cents.	

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	1	-	1
Others, . . . . .	-	-	-	3	-	3

## STATEMENT OF EACH ACCIDENT.

October 27, 1885. — A man while driving, his horse was frightened by noise made in cutting off a rail, was thrown from his wagon and injured.

April 6, 1886. — A man while driving on the track, his wheel caught in a rail, was thrown from his wagon and injured.

May 4. — A woman stepped from a car when it was in motion; fell and was injured.

May 26. — An employee attempted to pass between a tree and the track in advance of an approaching car; was caught and injured.

May 26. — A man while driving collided with a car; was thrown from his wagon and injured.

## PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,  
SPRINGFIELD, MASS.

## NAME AND RESIDENCE OF OFFICERS.

John Olmsted, *President*, F. E. King, *Superintendent*, A. E. Smith, *Treasurer*, Gideon Wells, *Clerk of Corporation*, all of Springfield, Mass.



## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Olmsted, G. M. Atwater, C. L. Covell, James Kirkham, Gideon Wells,  
all of Springfield, Mass.

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JOHN OLMSTED,  
JAMES KIRKHAM,  
G. M. ATWATER,  
GIDEON WELLS,  
C. L. COVELL,

*Directors.*

A. E. SMITH,

*Treasurer.*

F. E. KING,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 11, 1886. Then personally appeared John Olmsted, James Kirkham, G. M. Atwater, Gideon Wells, A. E. Smith, F. E. King and C. L. Covell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM S. STONE,

*Justice of the Peace.*

# REPORT

## OF THE

### STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	33,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$33,000 00
Number of stockholders, . . . . .	13	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$33,600 00
EQUIPMENT.		
Horses, . . . . .		\$3,971 09
Cars, . . . . .		4,600 00
Other articles of equipment, . . . . .		1,188 77
TOTAL COST OF EQUIPMENT, . . . . .		\$9,759 86
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$500 00
Buildings owned by company needed in operating road, . . . . .		2,929 83
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$3,429 83
OTHER PROPERTY.		
Real estate not used in operating road, . . . . .		\$1,629 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$48,418 69
Cash assets, . . . . .		1,007 15
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$49,425 84
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 1), . . . . .		\$175 00
New cars (number, 1), . . . . .		600 00
Other equipment, . . . . .		349 86
TOTAL ADDITION TO PROPERTY, . . . . .		\$1,124 86

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$18,170 65
Received from mails and express, . . . . .	240 00
Received from sales of manure, . . . . .	184 75
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$18,595 40</b>
Income from other sources: —	
Interest, . . . . .	26 67
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$18,622 07</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$2,159 64
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	1,668 05
Repairs of buildings, . . . . .	119 78
Renewal of horses, . . . . .	790 00
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	2,000 00
Wages and salaries of all other persons employed in operating the road, . . . . .	5,873 41
Provender, . . . . .	3,366 79
Taxes, state and local, . . . . .	183 29
Insurance, . . . . .	292 25
Damages for injuries to persons and property, . . . . .	128 00
Office expenses, and all other expenses not included above, . . . . .	523 03
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$17,104 24</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$1,517 83</b>
Dividends declared (12 per cent.) for the year, . . . . .	3,960 00
Deficit for the year, . . . . .	2,442 17
Surplus at commencement of year, . . . . .	18,868 01
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>16,425 84</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	7
Open cars, . . . . .	4
Horses, . . . . .	29
Harnesses (pairs of), . . . . .	9
Sleighs, . . . . .	1
Other articles of equipment:	
1 snow plow, 1 watering car, . . . . .	
Largest number of horses owned at any time during the year, . . . . .	29
Smallest number of horses owned at any time during the year, . . . . .	28
Average number of horses owned during the year, . . . . .	28½
General Balance Sheet Sept. 30, 1886.	
ASSETS.	
Construction, . . . . .	\$33,600 00
Equipment, . . . . .	9,759 86
Land and buildings, . . . . .	3,439 83
Other property, . . . . .	1,629 00
Cash and cash assets, . . . . .	1,007 15
<b>TOTAL ASSETS, . . . . .</b>	<b>\$49,425 84</b>

LIABILITIES.	
Capital stock, . . . . .	\$33,000 00
Surplus, . . . . .	16,425 84
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$49,425 84</b>
<b>Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.</b>	
DR.	
To expenses, . . . . .	\$17,104 24
dividends, . . . . .	3,960 00
balance carried forward Sept. 30, 1886, . . . . .	16,425 84
	<b>\$37,490 08</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$18,868 01
total income, . . . . .	18,622 07
	<b>\$37,490 08</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	2.68 miles.
Aggregate length of switches, sidings, etc., . . . . .	.05 "
Total length of track, measured as single track, . . . . .	2.73 "
Weight of rail per yard, and description of rail (T rail, 33 pounds).	
Description of the several lines or routes operated by the company:—	
From Stoneham Centre to Melrose, Highland Station, Boston & Maine Railroad.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	2.68 "
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year, . . . . .	48,500
Total number of passengers carried in the cars, . . . . .	219,451
Total number of round trips for the year, . . . . .	9,700
Number of persons regularly employed by company, . . . . .	15
Rate of fare, . . . . .	10 cents.

PROPER ADDRESS OF THE COMPANY.  
**STONEHAM STREET RAILROAD COMPANY,**  
**STONEHAM, MASS.**

**NAME AND RESIDENCE OF OFFICERS.**

Alonzo V. Lynde, *President*, Melrose, Mass. John Hill, *Superintendent*, Stoneham, Mass. Lyman Dike, *Treasurer and Clerk of Corporation*, Stoneham, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Alonzo V. Lynde, Melrose, Mass. Lyman Dike, Stoneham, Mass. John Hill, Stoneham, Mass. William Hurd, Stoneham, Mass. Onslow Gilmore, Stoneham, Mass.

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ALONZO V. LYNDE,  
LYMAN DIKE,  
JOHN HILL,  
WM. HURD,

*Directors.*

LYMAN DIKE,

*Treasurer.*

JOHN HILL,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 1, 1886. Then personally appeared Alonzo V. Lynde, Lyman Dike, John Hill and William Hurd, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SILAS DEAN,

*Justice of the Peace.*

# REPORT

## OF THE

### TAUNTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

<b>CAPITAL STOCK AND DEBT.</b>		
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter, . . .	\$75,000 00	
Capital stock authorized by votes of company, . . .	40,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$40,000 00
Number of stockholders, . . . . .	104	
<b>PERMANENT INVESTMENTS.</b>		
<b>RAILWAY.</b>		
TOTAL COST OF CONSTRUCTION, . . . . .		\$22,000 00
<b>EQUIPMENT.</b>		
Horses, . . . . .		\$3,500 00
Cars, . . . . .		10,000 00
Other articles of equipment, . . . . .		500 00
TOTAL COST OF EQUIPMENT, . . . . .		\$14,000 00
<b>LAND AND BUILDINGS.</b>		
Buildings owned by company needed in operating road, . . .		\$7,000 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$7,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$43,000 00
Cash assets, . . . . .		5,502 18
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$48,502 18
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>		
Property reduced in valuation on the books, viz.:—		
Construction, . . . . .	\$2,000 00	
Buildings, . . . . .	1,000 00	
Cars, . . . . .	145 00	
Horses, . . . . .	730 00	
NET REDUCTION OF PROPERTY FOR THE YEAR, . . . . .		\$3,875 00
<b>REVENUE FOR THE YEAR.</b>		
Received from passengers on railways operated by this company, . . . . .		\$26,255 71
TOTAL INCOME FROM ALL SOURCES, . . . . .		26,255 71

<b>EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.</b>		
Repairs of road-bed and track, . . . . .		\$3,276 57
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .		2,660 31
Repairs of buildings, . . . . .		360 66
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .		1,200 00
Wages and salaries of all other persons employed in operating the road, . . . . .		6,907 85
Provender, . . . . .		5,338 29
Taxes, state and local, . . . . .		442 52
Insurance, . . . . .		261 61
Office expenses, and all other expenses not included above, . . . . .		1,683 35
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>		<b>\$22,126 16</b>
<b>NET INCOME, DIVIDENDS, ETC.</b>		
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>		<b>\$4,129 55</b>
Interest accrued during the year, . . . . .		61 00
Balance for the year, or surplus, . . . . .		4,068 55
Surplus at commencement of year, . . . . .		7,708 63
		<b>\$11,777 18</b>
<b>Deduct: —</b>		
Dividend paid October, 1885, . . . . .	\$2,400 00	
Reduction in value, . . . . .	3,875 00	
		<b>6,275 00</b>
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>		<b>\$5,502 18</b>
<b>INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.</b>		
Box-cars, . . . . .		8
Open cars, . . . . .		6
Horses, . . . . .		48
Harnesses (pairs of), . . . . .		15
Sleighs, . . . . .		3
Largest number of horses owned at any time during the year, . . . . .		48
Smallest number of horses owned at any time during the year, . . . . .		40
<b>General Balance Sheet Sept. 30, 1886.</b>		
<b>ASSETS.</b>		
Construction, . . . . .		\$22,000 00
Equipment, . . . . .		14,000 00
Land and buildings, . . . . .		7,000 00
Cash and cash assets, . . . . .		5,502 18
<b>TOTAL ASSETS, . . . . .</b>		<b>\$48,502 18</b>
<b>LIABILITIES.</b>		
Capital stock, . . . . .		\$40,000 00
Unfunded debt, . . . . .		3,000 00
Surplus, . . . . .		5,502 18
<b>TOTAL LIABILITIES, . . . . .</b>		<b>\$48,502 18</b>

Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
Dr.	
To expenses, . . . . .	\$22,126 16
Interest, . . . . .	61 00
dividends, . . . . .	2,400 00
reduced valuation on books:—	
construction, . . . . .	2,000 00
buildings, . . . . .	1,000 00
cars, . . . . .	145 00
horses, . . . . .	780 00
balance carried forward Sept. 30, 1886, . . . . .	5,502 18
	<hr/> \$33,964 34 <hr/>
Cr.	
By balance Sept. 30, 1885, . . . . .	\$7,708 63
total income, . . . . .	26,255 71
	<hr/> \$33,964 34 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	4.090 miles.
Aggregate length of switches, sidings, etc., . . . . .	.284 "
Total length of track, measured as single track, . . . . .	4.374 "
Weight of rail per yard, and description of rail (24 pounds O'B.).	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	4.09 "
MILES RUN, ETC.	
Total number of miles run during the year, . . . . .	94,852
Total number of passengers carried in the cars, . . . . .	526,423
Total number of round trips for the year, . . . . .	16,416
Number of persons regularly employed by company, . . . . .	15
Rates of fare: 6 cents single, 20 tickets for \$1, 5 for 25 cents.	

## PROPER ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,  
TAUNTON, MASS.

## NAME AND RESIDENCE OF OFFICERS.

William C. Lovering, *President*, George C. Morse, *Superintendent*, Henry M. Lovering, *Treasurer*, and Orville A. Barker, *Clerk of Corporation*, all of Taunton, Mass.



## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry G. Reed, A. J. Barker, William C. Lovering, William H. Phillips, Henry M. Lovering, P. I. Perrin, H. W. Church, Charles Foster, N. H. Skinner, S. N. Staples, all of Taunton, Mass.

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WILLIAM C. LOVERING,  
HENRY G. REED,  
WM. H. PHILLIPS,  
PARLEY I. PERRIN,  
A. J. BARKER,  
S. N. STAPLES,  
HENRY M. LOVERING, *Directors.*  
HENRY M. LOVERING, *Treasurer.*  
GEO. C. MORSE, *Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 18, 1886. Then personally appeared William C. Lovering, Henry G. Reed, William H. Phillips, Parley I. Perrin, A. J. Barker, S. W. Staples and Henry M. Lovering, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ANDREW S. BRIGG,  
*Justice of the Peace.*

## REPORT

OF THE

## WALTHAM &amp; NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$30,000 00	
Capital stock authorized by votes of company, . . . . .	30,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$30,000 00
Number of stockholders, . . . . .	89	
DEBT.		
Unfunded debt, as follows: . . . . .		\$16,400 00
Bills payable, . . . . .	\$16,400 00	
Cash, . . . . .		1,257 52
NET DEBT, . . . . .		\$15,142 48
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .		\$37,493 41
EQUIPMENT.		
Horses, . . . . .		\$1,500 00
Cars, . . . . .		5,159 75
Other articles of equipment, . . . . .		2,064 62
TOTAL COST OF EQUIPMENT, . . . . .		\$8,724 37
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .		\$500 00
Buildings owned by company needed in operating road, . . . . .		2,948 88
TOTAL COST OF LAND AND BUILDINGS, . . . . .		\$3,448 88
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$49,666 66
Cash assets, . . . . .		1,257 52
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$50,924 18
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New cars (number, 1), . . . . .		\$980 00
TOTAL ADDITION TO PROPERTY, . . . . .		980 00

# 438 WALTHAM & NEWTON STREET RAILWAY. [Jan.

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$11,449 72
Received from mails and express, . . . . .	50 00
Received from sales of manure, . . . . .	100 00
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$11,599 72</b>
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>11,599 72</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$2,155 68
Repairs of cars and other vehicles and harness, . . . . .	265 30
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	940 00
Wages and salaries of all other persons employed in operating the road, . . . . .	3,442 44
Provender, . . . . .	1,965 06
Taxes, state and local, . . . . .	31 05
Insurance, . . . . .	99 00
Office expenses, and all other expenses not included above, . . . . .	2,264 78
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$11,163 31</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$436 41</b>
Surplus at commencement of year, . . . . .	4,087 77
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>4,524 18</b>
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.	
Box-cars, . . . . .	5
Open cars, . . . . .	2
Horses, . . . . .	18
Harnesses (pairs of), . . . . .	6
Omnibuses, . . . . .	2
Sleighs, . . . . .	3
Largest number of horses owned at any time during the year, . . . . .	18
Smallest number of horses owned at any time during the year, . . . . .	18
Average number of horses owned during the year, . . . . .	18
General Balance Sheet Sept. 30, 1886.]	
ASSETS.	
Construction, . . . . .	\$37,493 41
Equipment, . . . . .	8,724 37
Land and buildings, . . . . .	3,448 88
Cash and cash assets, . . . . .	1,257 52
<b>TOTAL ASSETS, . . . . .</b>	<b>\$50,924 18</b>
LIABILITIES.	
Capital stock, . . . . .	\$30,000 00
Unfunded debt, . . . . .	16,400 00
Surplus, . . . . .	4,524 18
<b>TOTAL LIABILITIES, . . . . .</b>	<b>\$50,924 18</b>

Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
Dr.	
To expenses,	\$11,163 31
balance carried forward Sept. 30, 1886,	4,524 18
	\$15,687 49
Cr.	
By balance Sept. 30, 1885,	\$4,087 77
total income,	11,599 72
	\$15,687 49
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.211 miles.
Aggregate length of switches, sidings, etc.,	.190 "
Total length of track, measured as single track,	3.401 "
Total length of track paved,	1.700 ft.
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.211 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	32,590
Total number of passengers carried in the cars,	188,189
Total number of round trips for the year,	4,239
Number of persons regularly employed by company,	7
Rates of fare: 6 cents; 5 tickets for 25 cents.	

## PROPER ADDRESS OF THE COMPANY.

WALTHAM & NEWTON STREET RAILWAY COMPANY,  
WALTHAM, MASS.

## NAME AND RESIDENCE OF OFFICERS.

R. E. Robbins, *President*, Boston, Mass. Henry Bond, *Superintendent*,  
*Treasurer and Clerk of Corporation*, Waltham, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

R. E. Robbins, Boston, Mass. G. E. Allen, West Newton, Mass. G. L. Almy, Waltham, Mass. F. Buttrick, Waltham, Mass. C. M. Bodge, Waltham, Mass. H. P. Sherman, Waltham, Mass. Geo. H. Shirley, Waltham Mass. L. C. Lane, Waltham, Mass. Henry Bond, Waltham, Mass.

R. E. ROBBINS,  
GEO. L. ALMY,  
CHARLES M. BODGE,  
GEO. H. SHIRLEY,  
L. C. LANE,  
HENRY BOND,  
GEO. E. ALLEN,  
HENRY P. SHERMAN,

*Directors.*

HENRY BOND,

*Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 27, 1886. Then personally appeared R. E. Robbins, Geo. L. Almy, C. M. Bodge, Geo. H. Shirley, L. C. Lane, Henry Bond, Geo. E. Allen and Henry P. Sherman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY N. FISHER,  
*Justice of the Peace.*

# REPORT

## OF THE

### WINNISIMMET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

[This road is leased to and operated by the Lynn & Boston Railroad Company.]

<b>CAPITAL STOCK AND DEBT.</b>		
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter, . . . . .	\$75,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$50,000 00
Number of stockholders, . . . . .	44	
<b>PERMANENT INVESTMENTS.</b>		
<b>RAILWAY.</b>		
TOTAL COST OF CONSTRUCTION, . . . . .		\$50,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .		\$50,000 00
Cash assets, . . . . .		237 35
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .		\$50,237 35
<b>REVENUE FOR THE YEAR.</b>		
Received from other railways as tolls or rent: . . . . .		\$3,000 00
Lynn & Boston Railroad Company, . . . . .	\$3,000 00	
TOTAL INCOME FROM ALL SOURCES, . . . . .		\$3,000 00
<b>NET INCOME, DIVIDENDS, ETC.</b>		
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . . . .		\$3,000 00
Dividends declared (6 per cent.) for the year, . . . . .		3,000 00
Surplus at commencement of year, . . . . .		123 35
TOTAL SURPLUS Sept. 30, 1886, . . . . .		123 35
<b>General Balance Sheet Sept. 30, 1886.</b>		
<b>ASSETS.</b>		
Construction, . . . . .		\$50,000 00
Cash and cash assets, . . . . .		237 35
TOTAL ASSETS, . . . . .		\$50,237 35
<b>LIABILITIES.</b>		
Capital stock, . . . . .		\$50,000 00
Unfunded debt, . . . . .		114 00
Surplus, . . . . .		123 35
TOTAL LIABILITIES, . . . . .		\$50,237 35

Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.	
<b>Dr.</b>	
To dividends, . . . . .	\$3,000 00
balance carried forward Sept. 30, 1886, . . . . .	123 35
	<b>\$3,123 35</b>
<b>Cr.</b>	
By balance Sept. 30, 1885, . . . . .	\$123 35
total income, . . . . .	3,000 00
	<b>\$3,123 35</b>
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	1.8832 miles.
Aggregate length of switches, sidings, etc., . . . . .	.0784 "
Total length of track, measured as single track, . . . . .	1.9566 "
Total length of track paved (all paved).	
Weight of rail per yard, and description of rail (48 pounds per yard, street rail).	

**PROPER ADDRESS OF THE COMPANY.**

**WINNISIMMET RAILROAD COMPANY,**

**13 TREMONT ROW, ROOM 2, BOSTON, MASS.**

**NAME AND RESIDENCE OF OFFICERS.**

William R. Pearmain, *President*, Chelsea, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, Boston, Mass.

**NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.**

William R. Pearmain, Chelsea, Mass. Thomas P. Proctor, Boston, Mass.  
Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.  
E. Francis Oliver, Boston, Mass.

WM. R. PEARMAIN,  
THOS. P. PROCTOR,  
E. FRANCIS OLIVER,  
*Directors.*  
E. FRANCIS OLIVER,  
*Treasurer.*

**COMMONWEALTH OF MASSACHUSETTS.**

SUFFOLK, ss. Nov. 3, 1886. Then personally appeared Wm. R. Pearmain, Thos. P. Proctor and E. Francis Oliver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN REED,  
*Justice of the Peace.*

# REPORT

## OF THE

### WORCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	250,000 00	
Capital stock paid (par value of shares, \$100), . . . . .		\$40,000 00
Number of stockholders, . . . . .	28	
DEBT.		
Unfunded debt, as follows: . . . . .		\$40,000 00
First mortgage bonds due, rate of interest 6 per cent., . . . . .	\$20,000 00	
Second mortgage bonds due, rate of interest 6 per cent., . . . . .	20,000 00	
Unfunded debt, as follows: . . . . .		50,454 56
Mortgage notes, . . . . .	\$23,000 00	
Notes payable, . . . . .	25,662 24	
Accounts, . . . . .	1,792 32	
TOTAL GROSS DEBT, . . . . .		\$90,454 56
Amount of cash assets, viz.: . . . . .		5,836 56
Cash, . . . . .	\$3,129 08	
Supplies, . . . . .	1,765 14	
Debit balances, . . . . .	942 34	
NET DEBT, . . . . .		\$84,618 00
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . . . .		\$21,131 30
Engineering, agencies, salaries, and other expenses during construction, . . . . .		1,164 64
Other railways (original cost not known), purchased for . . . . .		82,384 94
TOTAL COST OF CONSTRUCTION, . . . . .		\$104,680 88
EQUIPMENT.		
Horses, . . . . .		\$20,610 00
Cars, . . . . .		22,020 05
Other articles of equipment, . . . . .		5,188 90
TOTAL COST OF EQUIPMENT, . . . . .		\$47,818 95



LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$32,740 66
Buildings owned by company needed in operating road, . . .	10,219 07
<b>TOTAL COST OF LAND AND BUILDINGS, . . . . .</b>	<b>\$42,959 73</b>
<b>TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .</b>	<b>\$195,459 56</b>
Cash assets, . . . . .	5,836 56
<b>TOTAL PROPERTY AND ASSETS OF COMPANY, . . . .</b>	<b>\$201,296 12</b>
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 5,290), . . . . .	\$22,295 94
New horses (number, 40), . . . . .	6,000 00
New cars (number, 8), . . . . .	5,539 67
Other equipment, . . . . .	739 00
Land and buildings, . . . . .	4,872 85
<b>TOTAL ADDITION TO PROPERTY, . . . . .</b>	<b>\$39,446 96</b>
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . . . .	\$84,160 00
Received from other railways as toll or rent: . . . . .	33 69
Citizens' Street Railway, 1.058 miles on Main Street, . . . . .	\$31.74
.65 miles on Front Street, . . . . .	1.95
Received from sales of manure, . . . . .	661 00
<b>TOTAL EARNINGS, . . . . .</b>	<b>\$84,854 69</b>
Income from other sources: . . . . .	177 54
Advertising in cars, . . . . .	\$50 00
Rent of blacksmith shop, . . . . .	127 54
<b>TOTAL INCOME FROM ALL SOURCES, . . . . .</b>	<b>\$85,082 23</b>
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . . . .	\$1,898 30
Repairs of cars and other vehicles, harness and horse-shoeing, . . . . .	7,530 62
Repairs of buildings, . . . . .	596 03
Renewal of horses, . . . . .	3,946 88
Wages and salaries of president, treasurer, superintendent and their clerks, . . . . .	4,139 00
Wages and salaries of all other persons employed in operating the road, . . . . .	26,626 48
Provender, . . . . .	12,647 56
Taxes, state and local, . . . . .	920 33
Insurance, . . . . .	630 00
Damages for injuries to persons and property, . . . . .	253 88
Office expenses, and all other expenses not included above, . . . . .	4,272 82
<b>TOTAL EXPENSES OF OPERATING, . . . . .</b>	<b>\$63,461 90</b>
NET INCOME, DIVIDENDS, ETC.	
<b>TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .</b>	<b>\$21,570 33</b>
Interest accrued during the year, . . . . .	4,515 48
Balance for the year, or surplus, . . . . .	17,054 85
Surplus at commencement of year, . . . . .	53,786 71
<b>TOTAL SURPLUS Sept. 30, 1886, . . . . .</b>	<b>70,841 56</b>

## INVENTORY OF EQUIPMENT SEPTEMBER 30, 1886.

Box-cars, . . . . .	15
Open cars, . . . . .	13
Horses, . . . . .	142
Harnesses (pairs of), . . . . .	29
Sleighs, . . . . .	5
Other articles of equipment:—	
1 wagon, 1 tip-cart, 1 hand-cart, 2 snow plows, 2 snow sleds, 3 sets traverse runners, 1 buggy, 1 phaeton, 1 sleigh.	
Largest number of horses owned at any time during the year,	152
Smallest number of horses owned at any time during the year,	102
Average number of horses owned during the year,	122

## General Balance Sheet Sept. 30, 1886.

ASSETS.	
Construction, . . . . .	\$104,690 88
Equipment, . . . . .	47,818 95
Land and buildings, . . . . .	42,959 73
Cash and cash assets, . . . . .	5,836 56
<b>TOTAL ASSETS,</b> . . . . .	<b>\$201,296 12</b>
LIABILITIES.	
Capital stock, . . . . .	\$40,000 00
Funded debt, . . . . .	40,000 00
Unfunded debt, . . . . .	50,454 56
Surplus, . . . . .	70,841 56
<b>TOTAL LIABILITIES,</b> . . . . .	<b>\$201,296 12</b>

## Copy of Profit and Loss Account for the Year ending Sept. 30, 1886.

DR.	
To expenses, . . . . .	\$63,461 90
Interest, . . . . .	4,515 48
balance carried forward Sept. 30, 1886, . . . . .	70,841 56
	<b>\$138,818 94</b>
CR.	
By balance Sept. 30, 1885, . . . . .	\$53,786 71
total income, . . . . .	85,032 23
	<b>\$138,818 94</b>

## DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	6.631 miles.
Aggregate length of switches, sidings, etc., . . . . .	.372 "
Total length of track, measured as single track, . . . . .	7.003 "
Total length of track paved, . . . . .	7.003 "
Weight of rail per yard, and description of rail: Most all steel, 36 and 40 pounds.	

Description of the several lines or routes operated by the company:—		
Main line from Adams Square via Lincoln and Main Streets to Webster Square; double track from Lincoln Square to Claremont Street. Front Street line from main line via Front Street to Union Passenger Station, Boston & Albany Railroad, double tracked.		
Total length of railway measured as single track, not including sidings, etc., operated by this company,		6.631 miles.
<b>MILES RUN, ETC.</b>		
Total number of miles run during the year,		252,374
Total number of passengers carried in the cars,		1,741,159
Total number of round trips for the year,		50,170
Number of persons regularly employed by company,		60
Rates of fare,		5 and 3 cents.

## LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	3	-	1	-	3
Employees, . . . . .	-	-	-	-	-	-
Others, . . . . .	-	-	-	-	-	-

## STATEMENT OF EACH ACCIDENT.

Lady on stepping off car, where the track was being repaired, stepped into a hole and was injured (bruised and sprained).

Man stepped in between horses and car and was knocked down, car being in motion.

Lady stepped off car before it stopped, and sprained her ankle.

## PROPER ADDRESS OF THE COMPANY.

WORCESTER STREET RAILWAY COMPANY,  
WORCESTER, MASS.

## NAME AND RESIDENCE OF OFFICERS.

Geo. H. Seeley, *President*, New York City, N. Y. Henry S. Searls, *Superintendent* (deceased), Worcester, Mass. J. N. Akerman, *Superintendent* (elected since Sept. 30), Worcester, Mass. H. S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

## NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Seeley, New York City, N. Y.    Nathan Seeley, New York City,  
N. Y.    Geo. McAleer, Worcester, Mass.    G. F. Mellen, Fall River, Mass.  
Charles B. Pratt, Worcester, Mass.

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GEO. H. SEELEY,  
H. S. SEELEY,  
CHAS. B. PRATT,  
GEORGE MCALEER,

*Directors.*

H. S. SEELEY,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 6, 1886. Then personally appeared Geo. H. Seeley, H. S. Seeley, Chas. B. Pratt and George McAleer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. A. GASKILL,

*Justice of the Peace.*



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# LEASES AND CONTRACTS.

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# LEASES AND CONTRACTS.

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## LEASE

### OF THE CENTRAL MASSACHUSETTS RAILROAD COMPANY TO THE BOSTON & LOWELL RAILROAD CORPORATION.

THIS INDENTURE, made in duplicate this seventh day of December in the year of our Lord one thousand eight hundred and eighty-six, by and between the Central Massachusetts Railroad Company, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts, party of the first part, and hereinafter called the lessor, and the Boston & Lowell Railroad Corporation, a corporation existing under and by virtue of the laws of said Commonwealth, party of the second part, hereinafter called the lessee, *Witnesseth* :

That said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and engagements herein made by the other, have granted covenanted and agreed, and do hereby grant, covenant and agree, each to and with the other, its successors and assigns, as follows, to wit :—

Whereas the lessor has located and partially constructed a railroad extending from a point in North Cambridge to a point in Northampton, both in said Commonwealth, connecting with the railroad of the lessee, and is desirous of completing and equipping said railroad as already located, and of locating, constructing and equipping a branch or extension thereof as hereinafter described, and of leasing the said railroad and branch or extension, so completed and equipped, to the lessee for the term of years hereinafter named, and said lessee desires to aid the lessor in constructing said railroad and its said branch by taking its bonds in the manner hereinafter provided :—

Now, therefore, the lessor shall forthwith issue, sell and deliver to the lessee, its first-mortgage coupon bonds, to the amount, at par value, of two millions of dollars, said bonds to be dated October 1, 1886, payable in twenty years from the date of such issue, and bearing interest at five per cent. per annum, payable semi-annually on the first days of April and October in each year, and duly secured by a mortgage, in the usual form, to a trustee or trustees of its railroad, franchises, property and equipment as the same exists when said mortgage is made, and shall exist when completed as herein provided, together with such property as it shall afterwards acquire.

After such sale and delivery of said bonds, and as the full price therefor, the lessee shall pay, discharge, and cancel all certificates of indebtedness issued to and held by it under the contract now existing between the parties hereto, and by virtue of chapter three hundred and twenty-nine of the acts of the Legislature of said Commonwealth for the year one thousand eight hundred and eighty-five, amounting to two hundred thousand dollars; shall discharge and remove any other liabilities or incumbrances necessary to be removed in order to confirm the title of the trustee or trustees of the mortgage securing the bonds issued as above provided, said liabilities and incumbrances to be established to the satisfaction of the lessee (except the claims of the trustees' charges, as specified in section four of chapter sixty-four of the acts of eighteen hundred and eighty-three), and not to exceed one hundred and fifty thousand dollars; shall pay all claims on account of land damages between Jefferson's and Northampton; and shall pay to the parties entitled thereto as and when the same shall become payable, and the work for



which such payments are to be made shall be approved by the lessee, or its representative appointed for that purpose, all such sums of money as may from time to time become due under and on account of the contracts for the completion and equipment of its road between North Cambridge and Northampton to be made by the lessor and in the manner hereinafter provided.

In case said lessee shall pay any liabilities and incumbrances in excess of one hundred and fifty thousand dollars aforesaid, said lessor agrees to repay the same to said lessee.

Upon request in writing, by said lessee, the lessor shall forthwith contract with such responsible party or parties, and by such contracts and agreements as shall be approved by said lessee, for the construction, completion, and equipment of said railroad between said North Cambridge and Northampton, and thereby cause the same to be constructed, completed, and equipped, in a substantial manner, suited to the transportation of freight and passengers, with neat and commodious stations, cars, locomotives, and other rolling-stock for the accommodation of the public, all to be done to the satisfaction and approval in writing of the lessee, or some competent person appointed by it to act in its place for this purpose.

The lessee shall retain in its hands the price to be paid for said bonds as hereinbefore specified, and the same shall be applied to the payment of the sums agreed to be paid in said contracts for the construction and equipment of said railroad as therein provided, and for the payment of said certificates of indebtedness, of land damages, as aforesaid, liabilities and incumbrances to confirm the title as herein set forth, and such payments shall be taken as a full discharge from all claim and liability of the lessee for said bonds and their price.

Upon request in writing by said lessee, the lessor shall forthwith locate and in like manner cause to be put under contract, constructed and equipped to the satisfaction and approval in writing of the lessee, or of some person appointed by it for that purpose, an extension or branch of its said railroad with one or more tracks, from a point in the town of Palmer in said Commonwealth to some point in the city of Holyoke in said Commonwealth, upon such authorized route and location, or any portion thereof, as said lessee shall elect; and for the purpose of locating, constructing, and equipping said branch or extension as herein provided, and of providing means therefor, it shall issue such an amount of bonds bearing interest at five per cent per annum, and secured by mortgage if the lessee shall so elect, as shall be necessary for the construction and equipment of said branch and as shall be approved by the Board of Railroad Commissioners of said Commonwealth, and shall sell and deliver to the lessee said bonds at par, and shall apply their proceeds to the location, construction, and equipment of said branch and extension in the same manner as hereinbefore provided for the completion and equipment of said railroad as now located between North Cambridge and Northampton; and the lessee agrees to take such bonds, when issued, at par, and to apply their price to the payment of the contract price for the construction and equipment of said branch and extension, and such application shall be taken as full payment for said bonds. And said lessee further agrees to at once obtain the approval of said Board of Railroad Commissioners and such other authority as shall be necessary to construct and equip said branch.

The lessor doth hereby grant, demise, and lease unto the lessee, its railroad and railroad property of every description, both as the same now exists and as it shall exist after the location, construction, completion, and equipment of said railroad from North Cambridge to Northampton as herein provided, and the location, construction, and equipment of said branch or extension of said railroad as above specified, including therein its railroad, lands, and all real estate, rights, and appurtenances connected therewith, within this Commonwealth; also all branches, tracks, side tracks, and the land on which the same are located, road-beds, superstructure, gravel-pits, station houses, depots, viaducts, bridges, piers, wharves, shops, buildings, fixtures, water-tanks, engines, tools, cars, rolling-stock, machinery, furniture, telegraph apparatus, poles, and equipment of every kind, material, and supplies, and all personal property and estate owned by said lessor; also all rights, franchises, easements, privileges, and appurtenances belonging to said lessor in connection with said railroad, together with the right to fix, demand, and receive all tolls, rent, revenue, income, and profits of the demised railroad and premises, and the

right to run, manage, and control the same, subject to the provisions of its charter and of the laws of this Commonwealth.

*To have and to hold* the same to the party of the second part, its successors and assigns, for and during the term of ninety-nine years, beginning the first day of October, in the year one thousand eight hundred and eighty-six.

The said lessee yielding and paying therefor unto the lessor the rent hereinafter mentioned, and keeping and performing its covenants and agreements herein contained.

Said lessee shall take possession of said railroad and premises as soon as this lease is signed; and, after taking possession of said railroad and premises, under the terms of this lease, said lessee shall pay to the lessor rent for said leased premises, as follows:—

Said rent shall begin as soon as any bonds shall be issued, either for the completion and equipment of said road from North Cambridge to Northampton, or of the branch and extension from Palmer to Holyoke, as hereinbefore provided, and shall be a sum sufficient to pay said interest on said bonds as issued and delivered to the lessee. When said road and its said branch and extension have been constructed, the lessee shall pay the lessor, as rental therefor, twenty per cent. of the gross receipts from the operation of said road and said branch or extension, until such gross receipts shall amount to one million of dollars for any one year, reckoned from the first day of April thereof to the first day of April next following, deducting from said twenty per cent. the interest at five per cent. on all bonds issued to construct and equip said road from North Cambridge to Northampton, and said branch or extension, and for other purposes hereinbefore specified. And said rental shall be sufficient for said payment of interest, and shall be applied thereto, even if said twenty per cent. of said gross receipts shall not be sufficient in any one year for that purpose.

When such gross receipts shall exceed one million of dollars yearly, said lessee shall pay said lessor as rent an additional sum, equal to twenty-five per cent. of such gross receipts in excess of one million of dollars as said lessee shall receive in any one year. And it is further mutually agreed by the parties hereto, that if said bonds at their maturity can be refunded by other bonds secured by mortgage and running twenty years and bearing a less rate of interest than five per cent. yearly, the lessor, at the option and request of the lessee, shall so refund them, and said lessee shall have the benefit of the amount of interest so saved in refunding, and in no case shall the deduction to be made from said gross receipts for the interest paid or accruing on said bonds issued as aforesaid be less than five per cent.

In making up said gross receipts, under this lease, the lessor road shall be regarded as terminating in Boston and Mystic wharf, and no account shall be taken of any charge or freight for material used in building or repairing said railroad and branch, or stations, or property connected therewith, carried over the same, nor of fares for the transportation of any employees having occasion to pass over said railroad and extension on business of the lessee.

Said rental shall be payable upon the first days of June and December of each year during this lease.

Said lessee shall keep proper books of account of the business done over said leased road and branch, and showing the amount of said gross receipts, which shall be exhibited to said lessor or its representative at all proper times upon request therefor; shall furnish said lessor semi-annual statements showing the amount of said gross receipts for the six months next preceding the first days of April and October of each year; shall make all returns required by law, and shall furnish the lessor with such accounts as may be necessary to make the returns required of the lessor; shall, during the continuance of this lease, and after it has taken possession of said demised premises thereunder, pay all expenses of operating said road and branch, including therein, and as part thereof, insurance; shall pay all taxes, assessments and charges whatsoever, that shall be legally imposed upon the lessor in its corporate capacity, on account of its said property, franchise, business or capital stock; shall furnish the lessor with reasonable office accommodations in such suitable room, at the station of the lessee in Boston, as the lessee shall designate; shall pay all expenses attending the preparation and issue of the bonds to be issued as herein provided, and all other charges and expenses of the lessor

incurred by the direction and with the approval of the lessee; shall assume and indemnify the lessor against all claims and suits arising out of or in any way connected with the use and operation of the demised premises during the continuance of this lease; shall keep the demised premises reasonably insured; shall furnish the directors of the lessor with free annual passes over the said railroad and branch operated by the lessee under this lease; shall permit the demised premises to be inspected annually by some competent person appointed by the lessor, who shall report to the lessor and lessee the condition of said premises and shall, for the purpose of such inspection, be furnished with free transportation over the railroads operated by the lessee under this lease, and shall receive compensation for his services, to be paid as part of the operating expenses, such compensation not to exceed one hundred dollars annually; shall not assign this lease, nor underlet the whole or any part of the demised premises (except such portions thereof as are not required for railroad purposes), without the written consent of the lessor first had and obtained; shall cause all rolling-stock substituted for that herein demised to be distinguished by appropriate names, numbers or letters; shall, during its possession of said leased premises under this lease, at its own expense, maintain, preserve and keep the railroad of this lessor in as good condition and repair as the same now is or shall be when it is completed, constructed and equipped, as hereinbefore provided, and shall maintain, preserve and keep the tracks, station houses, buildings, appurtenances, turn-tables and fixtures pertaining to said railroad, in as good order and condition as the same shall be when delivered to the lessee under this lease, so that there shall be no substantial depreciation in the general condition thereof during its continuance; and at the end of the term of this lease, or at any earlier termination thereof, from any cause whatever, shall surrender the demised real and personal estate (to be ascertained and determined according to the inventory herein provided for) in the like good order and condition in which they are received by the lessee or may be put during the term by the lessor.

And to prevent uncertainty as to the property herein demised and to be accounted for upon the termination of this lease, and as to its condition when delivered to this lessee, there shall be made at the time of such delivery a full, complete and particular inventory, description and appraisal of all the estate, real and personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease; such inventory, description and appraisal to be made by two competent persons, one selected by each party, and in case of their disagreement they shall refer the matter in dispute to some disinterested third party, whose decision shall be final. Such inventory, description and appraisal shall be made in duplicate, and an original furnished to each party hereto, which shall be evidence of the nature, value and condition of the property demised at the time the same was received under this lease in all cases in which any question of such nature, condition or value may arise.

To enable the lessee properly to transact the business of the demised railroads, it shall have power to make such increase of track mileage, and permanent additions and improvements upon said railroad and its furniture and equipment as it shall deem necessary, and as the boards of directors of said roads shall approve; and in case of disagreement between said boards of directors as to the necessity of such additions, equipments and improvements, or the refusal of the board of directors of the lessor to approve the same, the board of Railroad Commissioners shall decide in relation thereto, and their decision shall be final; and such additions and improvements shall be paid for by said lessor to the lessee, upon the completion of the same, by the issue of bonds to such an amount as may be requisite. When the interest upon said bonds shall be paid by the lessee it shall be deducted from the rental, as hereinbefore provided in relation to the payment of interest upon the two millions of first-mortgage bonds.

Said lessor hereby authorizes said lessee, at its discretion, to sell and dispose of such of the rolling-stock, equipment and such other personal property herein demised as said lessee may deem advisable, and to remove and take down at its discretion such buildings, structures and fixtures as it shall deem prudent, and to dispose of the same, and to make such changes in and about the water supply and fixtures as it deems advisable;—and said lessee agrees to replace such rolling-stock, fixtures and buildings

with other improvements and property of like kind and equal value, and in case such property is not replaced to account for its value to said lessor.

Should it be found for the interest of either party hereto to construct, lease or purchase lines or interests in railroads connected with said leased premises, such construction, lease or purchase may be authorized by the boards of directors of both corporations, subject to the approval of their respective stockholders.

Said lessor shall maintain its existence as an organization, and to that end shall comply with all the requisite forms of law, at an expense to be borne by said lessee, not to exceed the sum of fifteen hundred dollars per annum; shall do all acts and things, and from time to time, when requested, shall execute any and all instruments, and make and execute such further leases, covenants and agreements of and concerning said railroad and premises herein described, to and with said lessee, its successors and assigns, as shall be necessary or proper to complete and perfect the demise and lease of the same as herein made, after said railroad and extension shall be completed, constructed and equipped, as hereinbefore provided, and to put and secure the lessee in the full enjoyment of the property, rights, franchises and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall permit the lessee to use the name of the lessor, and hereby grants the use of such name irrevocably, in all legal proceedings, and in all other cases, and for all necessary purposes consistent with the true scope and intent of this lease.

This lease is upon the condition that if the lessee shall at any time fail to make to the lessor the payment of rent as herein stipulated, and such failure shall continue for three months after said rent has been demanded in writing of the president and treasurer of said corporation, or the said lessee shall fail to perform any of the covenants and agreements in the lease contained by the said lessee to be performed, and said failure shall continue for six months after written notice specifying such failure served upon the president and treasurer for the time being of the said lessee, the said lessor may at once enter without legal process upon the demised premises and expel the lessee therefrom, and the estate hereby granted shall be determined, and the lessor shall become seized and possessed of the demised premises, and of every part thereof, in its original right, as if this lease had not been made.

It is further agreed between the parties to this lease that during the continuance of the term herein created, and during the possession of the said lessee of the leased premises by reason of this indenture, no charge, deduction or claim shall be made against the lessor by reason of the use of the track of the lessee from North Cambridge Junction to Boston and to Mystic wharf, nor for terminal facilities in Boston, not including, however, elevator charges at Mystic wharf.

IN WITNESS WHEREOF said parties hereto, and to another instrument of like tenor, have caused their corporate seals to be affixed, and these presents to be signed by their respective presidents thereto duly authorized the day and year first above written.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,

[CENTRAL MASS. R. R. CO. SEAL.]

By S. N. ALDRICH, *its President*.

Witness:

A. A. STROUT.

G. H. FOLGER.

BOSTON & LOWELL RAILROAD CORPORATION,

[B. & L. R. R. SEAL.]

By EDWIN MOREY, *President*.

Witness:

A. A. STROUT.

G. H. FOLGER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 7, 1886. Personally appeared the within-named S. N. Aldrich, president, and acknowledged the foregoing instrument to be the free act and deed of said Central Massachusetts Railroad Company.

Before me,

C. E. A. BARTLETT,

*Justice of the Peace*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 7, 1886. Personally appeared the within-named Edwin Morey, president, and acknowledged the foregoing instrument to be the free act and deed of the Boston and Lowell Railroad Corporation.

Before me,

C. E. A. BARTLETT,  
*Justice of the Peace.*

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LEASE.WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY  
TO BOSTON & MAINE RAILROAD.

THIS INDENTURE, made in duplicate, this thirtieth day of October, A. D. 1885, by and between the Worcester, Nashua and Rochester Railroad Company, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts, and under and by virtue of the laws of the State of New Hampshire, party of the first part and hereinafter denominated the Lessor, and the Boston and Maine Railroad, a corporation existing under and by virtue of the laws of said Commonwealth, and under and by virtue of the laws of the States of Maine and New Hampshire, party of the second part and hereinafter denominated the Lessee,

WITNESSETH, That the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and engagements herein made by the other, have granted, covenanted and agreed, and do hereby grant, covenant and agree, each to and with the other, its successors and assigns, as follows, to wit:—

## I.

The Lessor doth grant, demise and lease unto the Lessee, its successors and assigns, its railroad and property of every description,—including therein its railroad, lands, branches, tracks, side-tracks, road-beds, superstructure, station houses, depot grounds, depots, viaducts, bridges, piers, shops, buildings, fixtures, engines, cars, rolling-stock, machinery, tools, furniture, telegraph apparatus, equipment, and all rights, franchises, easements, privileges and appurtenances thereto belonging, together with the right to demand and receive all tolls, rent, revenue, income and profits of the demised premises; including also therein all the right, title and interest of the Lessor in and to any contracts with other railroads, corporations or individuals, and all advantages and benefits to be derived therefrom; excepting, however, from the property herein demised, all supplies and materials, rolling-stock and equipment in process of construction, bills and accounts receivable, the Lessor's shares of its own capital stock, and cash on hand at the time when this lease takes effect; hereby assigning and transferring unto the Lessee all its railroad, railroad property, franchises and assets of every description, except as aforesaid, subject, however, to a mortgage made by the Worcester and Nashua Railroad Company to Charles W. Smith and others, Trustees, dated August first, A. D. 1879, and recorded with Worcester Deeds, Book 1057, page 251, and to a mortgage made by the Nashua and Rochester Railroad to Alexander H. Bullock and others, Trustees, dated February twenty-fifth, A. D. 1874, and approved by the Railroad Commissioners of New Hampshire, March second, A. D. 1874, and subject to all other legal obligations and encumbrances.

TO HAVE AND TO HOLD all and singular the demised premises to the Lessee, its successors and assigns, for and during the term of fifty years from and after the first day of January, A. D. 1886, yielding and paying rent as provided in the article next fol-

lowing, and keeping and performing the terms, conditions and stipulations hereinafter contained on the part of said Lessee to be kept and performed.

## II.

The Lessee shall pay to the Lessor, as rent of the demised premises, the sum of two hundred and fifty thousand dollars in each year during the term of this lease, payable semi-annually in equal instalments on the first days of July and January, and the first of said instalments being payable on the first day of July, A. D. 1886, and shall also pay as part of the rent herein reserved all taxes assessed to the Lessor during the term of this lease.

## III.

The Lessee shall purchase of the Lessor, at valuations to be fixed by the appraisers provided for in Article VI. of this lease, all rolling-stock and equipment in process of construction, and all materials and supplies on hand and not incorporated into its road or equipment, — steel rails to be taken at the invoice cost to the Lessor.

## IV.

The Lessee shall assume all contracts of the Lessor for equipment, supplies or material not delivered at the time this lease takes effect, and not then paid for, the same on delivery to become the property of the Lessee; shall assume all other contracts of the Lessor, with individuals or corporations, relating to the operation and management of the demised premises so far as said contracts are executory and the benefits thereof are received by the Lessee after this lease takes effect, but shall in no case be responsible for any indebtedness of the Lessor of whatever character, or however or whenever arising, and shall assume and defend at its own cost all suits against the Lessor arising out of or in any way connected with the current use and operation of the demised premises from and after the taking effect of this lease.

## V.

The Lessee shall use and operate the railroads and properties herein demised, in accordance with the charter of the Lessor and the laws of the Commonwealth of Massachusetts and of the State of New Hampshire, so far as the same are respectively applicable, shall furnish all cars, engines, rolling-stock and equipment of every description required in addition to the like property hereby demised, for the due operation of the railroad operated under and by virtue of this lease; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property destroyed, or to making permanent improvements, not in the nature of ordinary repairs upon the demised premises; shall apply the proceeds of rolling-stock, equipment, and other personal property herein demised, which it may deem advisable to sell, and which it is hereby authorized to sell at its discretion, so as to substitute therefor like property of equal value; shall replace buildings or structures on the demised premises taken down or removed, and which the Lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures or permanent improvements upon the demised premises, of equal value; shall furnish the directors of the Lessor, not exceeding seven in number with free annual passes over the railroads of the Lessee as well as over the railroad operated by the Lessee under this lease; shall permit the demised premises to be inspected annually by some competent person appointed by the Lessor, who shall report to the Lessor the condition of said premises, and shall, for the purpose of such inspection, be furnished with free transportation over the railroad operated by the Lessee under this lease; shall make all returns required by law, and shall furnish the Lessor with such abstracts of its accounts as shall enable it to make all returns required by the Lessor; shall not assign this lease, nor underlet the whole or any part of the demised premises, except such portions thereof as may not be required for railroad uses, without the written assent of the Lessor first had and obtained; shall keep the demised premises in the same condition of repair as the said demised premises are in at the inception of this lease, and shall cause all rolling-stock substituted for that herein demised to be distinguished by

appropriate names, numbers or letters; and at the end of the term of this lease, or at any earlier termination thereof from any cause whatever, shall surrender the demised real and personal estate (to be ascertained and determined according to the inventory hereinafter provided for) in the like good order and condition in which they are at the inception of this lease, or may be put during the term, with all improvements thereon or additions thereto: *provided*, that at the expiration of this lease the Lessor shall pay to the Lessee the value of such improvements and additions to be appraised, unless agreed upon by the parties, by the board of arbitrators provided for in the ninth article of this lease.

## VI.

That the property herein demised and to be accounted for upon the termination of this lease may be accurately determined, there shall be made, as of the day when this lease takes effect, a full, complete and particular inventory, description and appraisal of all the estate and property, real and personal, belonging to the Lessor, and coming into the possession of the Lessee by virtue of this lease. Such inventory, description and appraisal shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory, description and appraisal shall be made in duplicate and an original furnished to each party, and shall be evidence of the nature, value and condition of the property demised at the inception of this lease in all cases in which any question of such nature, condition or value may arise.

## VII.

The Lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall do all acts and things and execute all legal instruments necessary and proper to put and secure the Lessee in the full enjoyment of all the property, rights, franchises and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall permit the Lessee to use the name of the Lessor (and hereby grants the use of such name irrevocably), in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises hereby demised, and for all purposes consistent with the true scope and intent of this lease.

## VIII.

This lease is upon the condition that, if the Lessee shall at any time fail to make to the Lessor any of the payments herein stipulated to be made as and for rent of the demised premises, then and in such case the Lessor may at once enter upon the demised premises, and upon any part thereof as for the whole, and expel the Lessee and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises and of every part thereof in its original right, and as if this lease had never been made; and upon the further condition, that if the Lessee shall fail to perform any other of the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the Lessor, the Lessor shall have the like right to enter and expel the Lessee and re-vest in itself its former estate in the demised premises and every part thereof; *provided*, however, that such entry by the Lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenants.

## IX.

In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done under and by virtue of it or growing out of it, the matter in controversy shall be referred by written submission to the arbitration of the Chairman of the Railroad Commissioners of Massachusetts, the President of the Boston and Albany Railroad Company, and the President of the Boston and Providence Railroad Company, for the time being. The arbitrators shall hear the parties, after due notice to each of them, and if either party fail to attend after

such notice, may proceed *ex parte*. The award in writing of said arbitrators or a majority of them, being duly notified to the parties, shall be final and conclusive upon them.

IN TESTIMONY WHEREOF, the said parties, by their respective presidents and treasurers thereunto duly authorized, have caused their corporate seals to be hereto affixed, and these presents to be executed, the day and year before written.

BOSTON & MAINE RAILROAD,  
(Signed) By GEORGE C. LORD, *President*. [SEAL.]  
AMOS BLANCHARD, *Treasurer*.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,  
(Signed) By CHARLES A. SINOLAIR, *President*. [SEAL.]  
TIMOTHY W. HAMMOND, *Treasurer*.

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## CONTRACT.

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD COMPANY, BOSTON,  
CONCORD & MONTREAL RAILROAD COMPANY, AND BOSTON & LOW-  
ELL RAILROAD COMPANY.

THIS MEMORANDUM OF AGREEMENT, made this first day of April, A. D. 1885, by and between the St. Johnsbury & Lake Champlain Railroad Company, a corporation existing by virtue of the laws of the State of Vermont, as first party, and the Boston, Concord & Montreal Railroad, a corporation existing by virtue of the laws of the State of New Hampshire, as second party, WITNESSETH:

*That, whereas*, the first party is possessed of a railroad extending from Lunenburg, Vermont, to a connection with the Lamolille Valley Extension Railroad, in Swanton, Vermont, and owns a branch from North Concord, Vermont, known as the Victory Branch, and

*Whereas*, the larger portion of the business for transportation upon the roads of said first party is a business which, in its course to and from market, passes over the road of the second party, rendering it of importance that the management of the roads of both parties should be uniform or identical, in the interests of economy, efficiency and the public convenience; and,

*Whereas*, said first party has not the means to provide equipment adequate to the demands of said business, and is hampered and burdened by its floating debt;

Now, THEREFORE, the said parties, in consideration of the agreements hereinafter mentioned to be kept and performed by each, respectively, have contracted, and do hereby contract and agree, that *all* the transportation of every kind upon and over the roads of said first party shall, for the ninety-nine years next ensuing, unless sooner terminated as herein provided, be performed by said second party, or its lessee, the Boston & Lowell Railroad Corporation; and in furtherance of said agreement, said first party hereby assigns and transfers to said second party, or its lessee making such transportation, the railroad tracks, including side tracks, of said first party, and also all its right and interest in and to the rolling-stock, tools, machinery and supplies, and other personal property used in connection with said railroad, together with all the lands, stations, buildings, rights, easements and appurtenances connected therewith, owned, used or occupied by said first party upon or along said railroad, and particularly all interest of said first party in and to the Steamer Maquam, her tackle, apparel and furniture, and to the docks and wharves used in connection therewith on Lake Champlain, with full right and authority to said second party to use said rights and interests and property as fully as said first party might or could if this contract had not been executed.



And said first party does hereby constitute and appoint the said second party, or its lessee, the Boston & Lowell Railroad Corporation, at the option of said second party, its agent or attorney, to do all things necessary properly and efficiently to perform the duties devolving upon said first party under its charter, and thereby authorizes said attorney to do all things necessary to perform the same; and said second party, and its lessee, operating said railroads, are hereby authorized and empowered to regulate all fares and tariff prices for transportation, regard being had to the requirements of law, and to receive all tolls, fares and compensation for such transportation, and to make all rules and contracts relating thereto.

Said second party, in consideration hereof, agrees to operate the railroad and property of said first party economically, and as efficiently as it is now operated, and in accordance with law in all respects, and to pay over to the treasurer of said first party semi-annually, on the first days of October and April in each and every year, the net earnings from the operation of the railroad and property of said first party, which shall remain of the gross earnings after the payment by said second party, or its lessee operating said roads of said first party, of all proper cost and expense of operating said roads, of keeping the same and the property hereby transferred in repair as hereinafter provided, of payment of all taxes assessed thereon, of all proper insurance placed thereon, of all additions thereto and improvements thereon which shall be made in accordance with the provisions hereinafter named, of all interest upon any floating or funded indebtedness of said first party paid by said second party, or its lessee, of expense for keeping up the organization of said corporation as hereinafter agreed, and payment of any other legal, proper and necessary expenses arising out of the transaction of said business, or defending any suits, or payment of any damages, which said first or second party, or its lessee, shall defend or pay for said first party. And said second party hereby agrees that it, or its lessee, will make up any deficiency in the earnings of said roads that may be required to pay, during the continuance of this agreement, the interest of all the indebtedness of said first party contained in the schedule hereunto annexed, or hereafter assumed by said second party in addition thereto, and to pay the operating and other necessary expenses hereinbefore enumerated to be paid out of the gross earnings.

Said party agrees that the books, papers and accounts pertaining to the operation of said railroad and property shall be open at all times to the examination of the Executive Committee of the first party, or to any person authorized by its directors in writing therefor.

Said second party further agrees, from the gross earnings of said St. Johnsbury & Lake Champlain Railroad and other property hereby transferred, to pay the expenses of keeping up the organization of said first party, such expenses not to exceed in any one year the sum of five hundred dollars.

And said second party, for the considerations aforesaid, further agrees that in furtherance of this contract, and to enable said first party to carry out the same, it will carry or cause to be carried, upon the notes of said first party, with all the unsold mortgage bonds and mortgage bonds to be hereafterwards issued under the terms of the mortgage securing the same of said first party, and all the personal property of said first party, including the rolling-stock of said roads and additions thereto, as collateral security thereto, the floating indebtedness of said first party now outstanding, which shall be contained in the schedule hereto annexed.

Said second party contracts and agrees that during the term of this contract it will, out of the earnings thereof, maintain, preserve and keep the railroad of said first party in as good condition and repair as the same now is, and it will also maintain, preserve and keep the side tracks, station houses, buildings, appurtenances, turn-tables, rolling-stock, machinery and fixtures, wharves and steamboat property pertaining to said railroad in as good order and repair as the same now are.

The parties hereto agree that an examination of the property of said first party, transferred under this contract, shall be made by Albert B. Jewett, in behalf of said first party, and by John F. Crockett, in behalf of said second party, or other parties to be chosen by each party respectively, should either of the above decline to serve, who shall schedule the same, and report in writing upon the condition in which the same is

at the time this contract goes into effect, and said report and schedule shall be attached hereto; and if said Jewett and Crockett, or parties chosen in their places, shall disagree as to the condition of said property, they shall choose a disinterested person as umpire, who shall not be connected with either road, whose decision in such disputed matters shall be final.

Said second party agrees that it will, during the continuance of this contract, operate the railroad of said first party so as to fulfil all the duties and obligations of said first party to the public according to law; that it will comply in all respects with the requirements of the law, and that it will not knowingly subject said first party to any penalty of forfeiture for violation of law in any respect; and that at the expiration of this contract, or earlier termination thereof by consent of said parties, or otherwise, it will return said railroad, rolling-stock and other property of said first party, or like rolling-stock and other property of equal value, quantity and quality, in as good order and condition as the same now is, without depreciation of its general condition in any respect.

In case any additions to the estate, or permanent improvements of said railroad or property of said first party, shall have been made by said second party at any time, such additions and improvements shall not be paid for by said first party, unless the same shall have been made with the consent in writing of the committee hereinafter provided.

Said first party agrees that it will perform all acts necessary and proper to enable said second party to efficiently operate said railroad and property, and will take and execute such contracts of lease or otherwise with connecting railroads as may be desired by said second party, or its lessee, reasonable indemnity being offered in the premises.

Said second party agrees that in determining the income of said first party, so far as any interchange of business between stations on their respective roads to and south of Concord, N. H., is concerned, the divisions on said business shall be pro rata, allowing said first party its full mileage of one hundred and twenty miles in all cases, and said second party shall receive its actual mileage in all cases, and no arrangement shall be made changing the divisions above established, except by consent of the committee hereinafter named.

Said first party agrees that it will not increase its indebtedness beyond the amount of the same at the time of the execution of this contract, and contained in the annexed schedule, thereby increasing the burden of said second party in carrying the same, without the consent of said second party in writing.

And it is further agreed that for the first ten years of the duration of this contract, and until Horace Fairbanks, Franklin Fairbanks and Albert B. Jewett, all of St. Johnsbury, Vermont, shall dispose of their stock, amounting to 21,342 shares in said St. Johnsbury & Lake Champlain Railroad Company, no permanent additions to the road-bed, stations, depots, and other real estate of said first party, and no increase of its funded or floating indebtedness, and no change of the divisions of receipts for interchange of business as herein provided, shall be made, except with the written consent of a committee, or a majority thereof, consisting of said Horace Fairbanks, Franklin Fairbanks and Albert B. Jewett, and Edwin Morey of Boston, Massachusetts; and if said Morey shall decease or resign, or become incapacitated from any cause, said Boston & Lowell Railroad Corporation shall elect some person in his stead; and in case either Horace Fairbanks, Franklin Fairbanks, or Albert B. Jewett shall decease or resign, or become so incapacitated, his place shall be filled by the survivor or survivors of them, and the persons so elected shall act as said committee. If at any time said Horace Fairbanks, Franklin Fairbanks and Albert B. Jewett shall cease to own the stock of the first-named party now owned by them, the functions and powers of this special committee shall end. After said ten years, or after said special committee shall cease to exercise their duties, the directors of said first party shall select said committee, if they shall so elect.

Said second party hereby agrees that this contract may, at any time after three years and during the first ten years thereof, be terminated by a majority vote of the stock of the first party, voting at a regularly called meeting of the stockholders for that purpose

and on six months' notice thereof in writing to the second party and its lessee; but before such termination is complete and possession is surrendered, said first party shall tender payment to said second party, or its said lessee, for all permanent additions made agreeably to the foregoing provisions of this contract, and shall fully relieve said second party from all existing liabilities assumed in carrying the indebtedness of the first party; and said second party may terminate this contract at any time when, from any cause arising from the act or neglect of said first party or its servants, or of those owning a majority of the stock of said first party, or by any judgment or decree of court, the control and operation of the property herein transferred, and the traffic thereof, is taken from said second party, or the said lessee.

Said first party may at any time terminate this contract, if said second party, or its said lessee, shall fail to do and perform any of the agreements hereinbefore contained, to be by it done and performed, and such failure shall continue for the space of sixty days after it shall have been notified, in writing, of such failure, by said first party, said notice to contain a specification of the particulars of the claimed failure or failures, and to be given to the treasurers of said second party and of said Boston & Lowell Railroad Corporation.

In virtue whereof the parties hereto have hereunto set their hands and affixed their seals this first day of April, 1885, the St Johnsbury & Lake Champlain Railroad Company by Horace Fairbanks, its president, and the Boston, Concord & Montreal Railroad by J. Thomas Vose, its president, and Edward D. Harlow, its treasurer, thereto duly authorized.

In presence of  
(Signed) C. S. Mellen.

ST. JOHNSBURY & LAKE CHAMPLAIN  
RAILROAD COMPANY. [SEAL.]  
By (signed) HORACE FAIRBANKS, *President*.

(Signed) ARTHUR J. BENNETT.

BOSTON, CONCORD & MONTREAL R. R.  
By (signed) J. THOMAS VOSE, *President*,  
EDWARD D. HARLOW, *Treasurer*.  
*Committee duly authorized.* [SEAL.]

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